

# FOREIGN TRADE

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OTTAWA, DECEMBER 3, 1949

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# FOREIGN TRADE

OTTAWA, DECEMBER 3, 1949

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## In This Issue

Great Britain—Commonwealth Countries Regain Share of Trade . . . . .	1026
Argentina—Exchange Rate Structure Modified . . . . .	1029
New Zealand—Surplus Hides Exported After Meeting Local Needs . . . . .	1031
Uruguay—New Rates of Exchange Introduced . . . . .	1033
United States—Northern Hemisphere Harvests Aid Food Supplies . . . . .	1034
Canada—Navigation Season at Montreal Closing This Week . . . . .	1036
Burma—Economic Distress Reflected in Second Budget . . . . .	1039
Great Britain—East African Groundnuts Scheme Disappointing . . . . .	1040
Pakistan—Importers Welcomed Retention of Exchange Rate . . . . .	1042
Canada—Exports, by Countries (January-October, 1949) . . . . .	1045
Canada—Exports, by Commodities (January-October, 1949) . . . . .	1048
China—Trade Now Transacted Through Tientsin . . . . .	1050
Great Britain—First British Packaging Exhibition Successful . . . . .	1052
Brazil—Dairy Farming in São Paulo Shows Progress . . . . .	1054

## Regular Features

Foreign Exchange Quotations . . . . .	1072
Foreign Trade Service Abroad . . . . .	1069
Trade Commissioners on Tour . . . . .	1057
Trade and Tariff Regulations . . . . .	1058
Transportation . . . . .	1060
Departures from Halifax . . . . .	1060
Departures from Saint John . . . . .	1062
Departures from Vancouver-New Westminster . . . . .	1064
Services to Newfoundland . . . . .	1068

**COVER SUBJECT**—Port of Montreal, which has experienced one of the longest navigation seasons on record, showing the upper section of the harbour and the eastern extremity of the Lachine Canal, one of the series that enable vessels drawing down to fourteen feet to penetrate the Great Lakes. The season, now drawing to a close, brought over 1,200 ocean-going ships to Montreal, as compared with little more than 1,000 last year. Grain handled through the harbour approximated 100,000,000 bushels, a substantial improvement over deliveries of 67,500,000 last year. Shipments of special significance included 150 broad-gauge locomotives, each of 103 tons, for India. (For further information, see article on page 1036 of this issue of Foreign Trade.)

*Photo by Spartan Air Services, Limited.*

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# Commonwealth Countries Regain Prewar Share of World Trade

*Volume amounted to about 30 per cent of total last year—Canada accounted for 5·6 per cent of total exports and 4·6 per cent of total imports, which are slightly higher than those for 1938—Extensive changes have occurred in volume, direction and composition of trade within the Commonwealth.*

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, November 18, 1949.—Commonwealth countries last year regained their prewar proportion of the world's trade, amounting to approximately 30 per cent. Canada, the third largest trading nation, accounted for 5·6 per cent of the total exports and 4·6 per cent of the total imports, both figures being slightly higher than those for 1938. This information was revealed in a Review of Commonwealth Trade, issued by the Commonwealth Economic Committee in London. The report was completed prior to revaluation of the pound sterling last September, and pertains exclusively to merchandise trade, no consideration having been given to invisible items in the balance of payments.

Extensive changes have occurred since before the war in the volume, direction and composition of trade within the Commonwealth. Although the period of conflict was responsible for the dislocation of economies and the imposition of restrictions, it stimulated development, accelerating both agricultural and industrial changes that affected external trade. The relation of Commonwealth countries to the United States is of particular importance. Exports of the United States in 1938 were only 55 per cent of those for all the Commonwealth, but exceeded those for Commonwealth countries in 1946 and 1947. However, by 1948, the percentage for the Commonwealth again exceeded that for the United States by a narrow margin. Commonwealth countries accounted for nearly one-third the world's imports in 1948, and the United States for nearly 13 per cent.

## Percentage of World Exports

	1938	1946	1947	1948
Commonwealth .....	25.6	26.9	24.9	28.4
United States .....	14.1	29.3	31.0	22.8
Central and South America (a) .....	8.1	13.3	12.2	12.0
Europe (a) .....	37.0	19.5	21.1	24.2
Asia (a) .....	10.0	4.4	4.7	5.7
World exports .....	100.0	100.0	100.0	100.0

(a) Excluding Commonwealth areas.

## Percentage of World Imports

	1938	1946	1947	1948
Commonwealth .....	32.7	28.2	29.6	30.4
United States .....	8.9	14.2	11.7	12.7
Central and South America (a) .....	7.1	8.6	10.7	10.1
Europe (a) .....	38.3	30.3	31.2	31.5
Asia (a) .....	10.0	7.4	7.5	6.9
World imports .....	100.0	100.0	100.0	100.0

(a) Excluding Commonwealth areas.

On a country basis the United Kingdom takes first place, with Canada ranking next both as exporter and importer. On a population basis, however, Canada and New Zealand are foremost, followed by the United Kingdom and Australia.

### Percentage of Commonwealth Countries

	Exports					Imports		
	1938	1946	1947	1948	1938	1946	1947	1948
United Kingdom .....	10.4	10.6	9.3	11.5	18.1	13.0	12.9	13.2
Canada .....	3.7	6.3	5.6	5.6	3.0	5.0	5.1	4.6
Newfoundland .....	0.2	0.2	0.1	0.1	0.1	0.2	0.1	0.2
Australia .....	2.5	1.8	2.0	2.4	2.2	1.6	1.3	1.9
New Zealand .....	1.0	0.9	0.8	0.9	0.9	0.6	0.7	0.7
South Africa .....	0.7	1.0	0.7	0.9	2.1	2.3	2.4	2.5
Southern Rhodesia .....	0.1	0.2	0.1	0.2	0.2	0.2	0.3	0.3
India .....	2.8	2.4	2.4	2.0	2.4	2.0	2.8	2.4
Pakistan .....	...	...	...	0.4	...	...	...	0.2
Ceylon .....	0.4	0.6	0.5	0.5	0.4	0.4	0.5	0.5
Colonies .....	3.8	2.9	3.3	4.0	3.4	3.0	3.5	4.0
Total Commonwealth ..	25.6	26.9	24.9	28.4	32.7	28.2	29.6	30.4
World trade .....	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

With a total of £170 million, Canada heads the list of Commonwealth countries as far as 1948 exports to the United Kingdom are concerned; the colonies coming next with £163 million, followed by Australia, New Zealand and India. On the import side the order is different, since the Colonial Empire as a whole was much the largest market for the United Kingdom exports, accounting for almost £200 million. Australia, South Africa and India each drew on the United Kingdom for £100 million or more, while Canada took £82 million and New Zealand, £58 million.

#### Trade With United States Increased

During and after the war years, the Commonwealth became increasingly dependent on imports from the United States and exports from Commonwealth countries to the United States also showed a large increase. In 1947, however, the Commonwealth as a whole had an adverse dollar trade balance of £1,000 million, and in 1948 efforts were made to reduce the deficit by the following means:

(a) **IMPORT RESTRICTIONS**—The United Kingdom saved £100 million on trade with the United States in 1948, reducing imports from Canada also by £16 million, while Canada in the same year reduced its imports from the United States by nearly £50 million.

(b) **EXPANSION OF EXPORTS**—In this respect, no other Commonwealth country equalled the achievement of Canada, whose exports to the United States in 1948 were more than £100 million greater than in 1947. The United Kingdom's dollar exports increased by £45 million, or 50 per cent, and the dollar earning capacity of the colonies also showed some improvement.

In 1948, the United States was second only to the United Kingdom as an outlet for Commonwealth produce.

Although exact comparisons are not possible, the available index numbers for import and export prices show the extent of the variations of the different countries. By the end of the war, export prices in the United Kingdom, India and Ceylon were approximately twice as high as before the war. On the other hand, in Australia and New Zealand the recorded increase was less than 50 per cent and in Canada slightly more than 50 per cent. The upward movement continued with varying incidence during the postwar years, with the result that by 1948 the index for Australia and Ceylon was three times, and that for India four times the prewar figure, but a much smaller increase occurred in the United Kingdom and Canada.

The movement of export prices was not everywhere paralleled by that of import prices. By 1945, import prices generally were about twice as high as before the war, although in Canada and New Zealand the

increase was much less than elsewhere. For Australia and New Zealand this implied an adverse movement in the terms of trade, since export prices had risen to a lesser extent, while the movement was favourable for Canada and India. United Kingdom export and import prices rose to about the same extent during the war years. Subsequently, Australian export prices overtook import prices, but the terms of trade moved against the United Kingdom and remained adverse for New Zealand and Ceylon. Over the whole period there was perhaps no marked change for Canada.

#### Agricultural and Industrial Production Considerably Changed

In both agricultural and industrial production, the changes brought about by the war have been considerable. There was an increase of 30 per cent in food production in the United Kingdom and 25 per cent in Canada. In industrial production, the trend was even more noteworthy, the degree of expansion ranging from over 10 per cent in India to over 30 per cent in Australia and New Zealand and more than 70 per cent in Canada and South Africa.

In Canada, Australia and South Africa the output of coal has shown a marked increase since before the war and in those countries and in India, the basic industries of iron or steel (or both) have been developed to a greater or less extent. Canada and South Africa have doubled their steel output, while for Australia and India an appreciable though smaller increase has been achieved. The output of cement has been considerably increased in several countries. In addition, Canada and Australia have developed the industries producing equipment for primary producers. Figures for the volume of imports show that industrialization of primary producing countries has not as yet caused any contraction in the import trade. On the contrary, in Canada, where the trend toward industrialization has been most pronounced and which is the largest importer of manufactured goods in the world, it has necessitated a continuing increase of imports.

The report recognizes that the task of the Commonwealth in maintaining and expanding its trade may prove difficult, and states that the following factors might reasonably be expected to give an impetus to further expansion:

- (a) The need of the United Kingdom in present circumstances to utilize Commonwealth sources of supply as far as possible;
- (b) The corresponding need for all Commonwealth countries to expand dollar exports to the maximum extent;
- (c) The plans formulated by the O.E.E.C. countries to draw more extensively than formerly on sterling countries.

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#### Sugar Refining Industry Has Record Year

The gross factory selling value of products manufactured by the sugar refining industry of Canada showed a further sharp rise in 1948, reaching the highest annual total since 1920, the record year. The value of production in 1948 was \$113,511,000 as compared with \$80,194,000 in the preceding year and \$119,087,000 in 1920. Production of refined sugar by the industry in 1948 was 1,358,139,000 pounds, sharply above the preceding year's total of 1,084,710,000 pounds. Output of cane sugar was up to 1,182,498,000 pounds from 928,447,000, and beet sugar to 175,641,000 pounds from 156,263,000. Production of syrup amounted to 13,502,000 pounds against 15,500,000, and molasses 67,704,000 pounds against 65,406,000.—(Dominion Bureau of Statistics, November 17, 1949)

# Argentina Modifies Exchange Rate Structure by Expanding Range

*New classification intended to be a stronger economic weapon—Emphasized that peso was not devalued—Canadian exports restricted “almost to vanishing point”—Special rate established to encourage exports of certain products.*

By H. Leslie Brown, Commercial Secretary for Canada

Buenos Aires, November 10, 1949.—Devaluation of the pound sterling, announced on September 18, 1949, had immediate repercussions in Argentina. All currency operations were suspended the following day, and were not resumed until October 3, when a new classification of exchange rates was announced. The situation was not clarified, however, until further announcements had been made on November 5. Some details are still pending.

In order to appreciate the modification of peso values in relation to other currencies, it is necessary to bear in mind that Argentina has employed a multiple system of exchange rates for some fifteen years. The new classification expands the range of rates, and is clearly intended to be a stronger economic weapon than in the past. It has been officially emphasized that the peso was not devalued, but that the rate structure was modified. The new rates, in terms of United States dollars, are as follows:

## Classification of Exchange Rates

(In terms of U.S.\$100)

	New Rates	Old Rates
	Pesos	Pesos
Imports—		
Basic selling rate .....	608.57	422.89
Preferential "A" selling rate .....	373.13	373.13
Preferential "B" selling rate .....	537.14	493.50*
"Tender" selling rate .....	To be fixed	....
Exports—		
Basic buying rate .....	335.82	335.82
Preferential "A" buying rate .....	483.21	398.01
Preferential "B" buying rate .....	572.86	500.00
Special buying rate .....	719.64	
Non-Commercial—		
Official "Free" selling rate .....	902.00	482.50

\*Actually previously the "Special" rate for luxuries.

The classification of merchandise under each rate has been changed in many cases.

## Imports from Canada Adversely Affected

It was a month before there was a definite announcement as to how the import rates were to be used. On November 5 the Central Bank of Argentina issued supplementary information in the form of circulars, which indicated that the prospects for Canadian exports to Argentina have been restricted almost to the vanishing point except in so far as the "tender" system may make it possible for importers to purchase in Canada and the United States generally. One circular concerns products of medicinal interest but, of those listed, the only one normally exported from Canada to this market is optical lenses. In addition, these products

may be imported from any country, and it can therefore be assumed that purchases will be made in the dollar area only when supplies from soft-currency countries are inadequate or unsuitable.

According to another circular, supplying countries are divided into three groups, so far as the importation of prescribed commodities is concerned. Group No. 1 comprises certain countries, all European except Brazil and Japan, with which treaties are in effect. Articles which may be imported from these countries include: hops, some forage seeds, pedigree animals, nickel, aluminum ingots, bronze powder, wire and wire cloth, steel and other pipe and tube, some tools, valves, asbestos in various forms, lumber, broom handles, a wide variety of paper and cardboard, and specified electrical equipment. Group No. 2 includes some other European countries, and the merchandise which may be imported therefrom is mainly of a chemical nature. Canada is not included in either of these groups of countries.

Group No. 3 comprises the United States dollar area, including Canada, the Belgian franc area and Switzerland. The list of goods that may be imported from these sources is short and, for the time being at least, comprises only a dozen items which include machine knitting-needles, refractory cements and earths, refractory blocks and bricks, rayon tire fabric, rubber accelerants, carbon black, and analytical reagents.

#### **Conditions Governing Use of "Tender" Exchange Not Clear**

The conditions under which exchange permits involving the use of "tender" exchange for imports may be issued are still not clear. One circular of the Argentine Central Bank lists a variety of products which may be imported under the "tender" system from specified countries, all in Europe except Brazil, Japan and Paraguay. Another circular outlines the procedure to be followed by Argentine importers in applying for permits in respect of the "tender" rate of exchange, but there is no indication as to what the rate or rates may be nor how they are to be arrived at. The applicant will be notified by the Central Bank if his request has been accepted, and will be informed of the rate of exchange to be applied. He may accept the rate or forego the business as he wishes but, once accepted and authorized, the permit must be used, otherwise the importer will be subject to prescribed penalties.

From another circular it would appear that all, or nearly all, types of merchandise are included and therefore may be imported under the conditions of "tender" exchange, but such an assumption is not yet warranted, because the application of the "tender" system must be tried in practice before it will be possible to develop any useful information as to the goods which may be permitted importation and the rates of exchange which may be applied. Canadian exporters should, therefore, not be hasty in anticipating what business may or may not be possible under these conditions. Rather they should keep in touch with their banks and with their agents and customers in Argentina with a view to discovering what business, if any, may ultimately be transacted.

#### **Importation Without Use of Exchange Under Consideration**

The Argentine Central Bank is prepared to consider the granting of permits for the importation of a variety of merchandise, mainly chemicals, "without use of exchange". This phrase means that, if the authorities consider that the goods would be useful to the economy of the country, they are prepared to grant an import permit, but the importer must find his dollars, or other currency, where best he can, and must have had it prior to December 31, 1948. If an importer has dollars available

in North America, he can use these funds for payment once he receives an import permit. This system has been in effect for some months but has not been used to any extent owing to inherent complications.

Separate instructions govern the application of the export rates. The basic rate of 335.82 pesos to U.S.\$100 is applicable to exports of beef and mutton, most grains and oilseeds. The preferential "A" rate of 483.21 applies to pork, casings, hides and skins, wool, broom corn and a variety of other products. The preferential "B" rate of 572.86 pesos is applicable to combed wool, processed milk, cheese, casein, linters, hair and bristles, quebracho extract, tanned hides and skins, shark-liver oil, fish, and whale oil. The special rate of 719.64 pesos is intended to encourage the exports of ham and bacon; leather and leather goods; tung oil; fresh and dried fruits; wheat gluten; mica; honey; tungsten; textile waste, except linen, and other products.

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## New Zealand Exports Hides Surplus To Requirements of Local Tanners

*Approximately 43 per cent of available hides for sale in New Zealand exported during the twelve months ending last March—No tanner may purchase supply in excess of reasonable needs.*

**W**ELLINGTON.—(FTS)—Approximately forty-three per cent of the hides available for sale in New Zealand during the twelve months ending last March were exported, with the exception of calfskins from export meat companies. A few of the large meat exporting companies sell their own hides on the export market, but all the other hides are purchased by tender from other meat export plants, and at auctions from other slaughterers, by exporters.

Hides are exported only if New Zealand tanners do not require them, and no tanner in this country has the right to purchase hides in excess of the reasonable requirements of his tanning business for the manufacture of leather to be used in New Zealand. Permission may be obtained by tanners to make small export shipments of inferior leather, if they can prove that this leather is surplus to New Zealand requirements.

New Zealand tanners obtain hides from export meat works, from abattoirs where animals are slaughtered for the production of meat for domestic consumption, from country butchers, by-product companies and from farmers. The export meat companies from time to time offer by tender quantities of hides of various kinds to domestic tanners and to hide exporters. These tenders have a closing date and up to that date the domestic tanner may claim any quantity of the hides offered at prices which are established by the New Zealand Government in the schedule of "Scale of Standard Domestic Values".

Hides from abattoirs, country butchers, by-product companies and farmers are sold periodically at auction, and domestic tanners may claim, at established prices, two-thirds or less of any lot of hides in this way.

### Hides Obtained from Export Meat Works Cost More

Established prices paid by tanners for hides purchased from abattoirs, country butchers, by-product companies and farmers are about one penny per pound less than the prices established for hides obtained from an export meat works. However, the weight paid for is less than when purchases are made from an export meat works.

Every tanner who buys hides at a price in excess of the scale of standard domestic values is entitled to receive from the Equilization Fund an amount equal to the difference between the price paid by him and the price established under the scale of standard domestic values.

For the year ended March 31, 1949, domestic tanners took 48 per cent of the ox-hides, 41 per cent of the cow-hides, 2·6 per cent of the bull-hides, 73 per cent of the yearling hides and 28 per cent of the calfskins.

### Disposal of New Zealand Hides

April 1, 1948-March 31, 1949

	Ox	Cow	Bull	Yearlings	Calf
Tanners .....	108,485	211,687	795	41,395	14,290
Exports .....	116,814	205,562	28,856	14,897	35,406
Total .....	225,299	507,249	29,651	56,292	49,696

Export prices on August 3, 1949, f.o.b. New Zealand ports to United Kingdom buyers, were as follows: Heavy ox,  $20\frac{1}{2}$  pence ( $34\frac{1}{2}$  cents) per pound; light ox,  $21\frac{1}{2}$  pence ( $35\frac{1}{2}$  cents) per pound; heavy cows,  $20\frac{1}{2}$  pence ( $34\frac{1}{2}$  cents) per pound; light cows, 23 pence ( $38\frac{1}{2}$  cents) per pound; bull hides, 13 pence ( $21\frac{1}{2}$  cents) per pound.

Exporters must pay an export levy to the New Zealand Hides Committee on all hides exported. The levy is changed from time to time by the Committee as export prices change. The export levies on August 3 were as follows: All ox-hides,  $9\frac{1}{2}$  pence ( $15\frac{5}{8}$  cents) per pound; heavy cow-hides,  $9\frac{1}{2}$  pence ( $15\frac{5}{8}$  cents) per pound; light cow-hides,  $12\frac{1}{2}$  pence ( $20\frac{5}{8}$  cents) per pound; bull-hides, 7 pence ( $11\frac{2}{3}$  cents) per pound; yearling hides, 16 pence ( $26\frac{2}{3}$  cents) per pound; calfskins, 20 pence ( $33\frac{1}{3}$  cents) per pound. The receipts from levies are placed in the Equilization Fund.

About 95 per cent of all the hides are exported as wet salt hides and 5 per cent as dry salt hides. The export value of hides is about £2,000,000 annually.

### Prices of Hides to Producers Established by Regulations

Prices to be paid to producers of hides are established by the Hides Emergency Regulations. These prices are higher than those paid by domestic tanners. For example the producers receive  $10\frac{1}{4}$  pence ( $17\frac{1}{10}$  cents) per pound for all weights of ox-hides, but domestic tanners pay only  $9\frac{5}{8}$  pence (16 cents) per pound for hides weighing 70 pounds and up, and less for other weights. The tanners collect from the Equilization Fund the difference between the two sets of prices.

An example of the export of hides might be as follows: The exporter purchases a lot of heavy ox-hides from a meat export works at  $10\frac{1}{2}$  pence ( $17\frac{1}{2}$  cents) per pound and sells them at  $20\frac{1}{2}$  pence ( $34\frac{1}{2}$  cents) per pound. The difference is therefore 10 pence per pound. He pays an export levy of  $9\frac{1}{2}$  pence ( $15\frac{5}{8}$  cents) per pound into the Equilization Fund. This leaves him one halfpenny per pound on the transaction.

The establishing of the amount of the levy and the administration of the Equilization Fund is the responsibility of the New Zealand Hides Committee, which is composed of the Director of Marketing, the Director-General of Agriculture, and eight persons to be appointed by the minister to represent respectively the New Zealand Meat Producers' Board and the New Zealand Sheepowners' Federation jointly, the New Zealand Tanners' Association, the North Island and the South Island Freezing Associations jointly, the New Zealand Hide Exporters' Association, the New Zealand Woolbrokers' Association, the Livestock Butchers' Association, the Federated Farmers of New Zealand (Inc.) and New Zealand Master Butchers' Federation (Inc.).

# Uruguay Introduces New Rates of Exchange for Commodity Trade

*New import rate established to discourage certain importations, and new export rate designed to stimulate exports of manufactures—Operations contracted at previous rates will be liquidated at such rates.*

By H. Leslie Brown, Commercial Secretary for Canada in Buenos Aires

BUEÑOS AIRES, November 5, 1949.—Following the devaluation of the pound sterling, Uruguay introduced modifications of peso exchange rates, effective October 6, 1949. The basic export rate of 151.90 Uruguayan pesos per U.S.\$100 continues, as does the export rate of 178 pesos. The import rate for primary materials remains at 190 Uruguayan pesos per U.S.\$100, as against the previous rate of 189.88. A new import rate of 245 pesos has been established to discourage certain importations. A new export rate of 235 pesos has been established to facilitate the exportation of manufactured goods, such as textiles and leather. Rates in terms of Canadian dollars are approximately 10 per cent lower.

## Uruguayan Exchange Rates for Peso

(In terms of U.S.\$100)

	Fixed Rates	Free Rates
Imports .....	151.90	190.00
Exports .....	151.90	245.00

The rate of 151.90 is still in effect, but only for imports of newsprint, ink and matrix board for printing newspapers.

The rate of 190.00 is continued and is now applicable to imports of a list of goods, including aluminum ingot and powder; asbestos; bronze ingot, sheet and powder; calcium carbide; synthetic rubber; woodpulp; copper ingot, bar, sheet, pipe and scrap; electrodes; potato starch; ferro-alloys; steel in general, including pipe and cable; iron ingot, sheet, plate and wire; electric insulation material; plastic material; nickel; certain types of paper (printing, cigarette, industrial board, toilet and cellophane); lead ingot and bar; zinc ingot and bar; seed and table potatoes; pedigree stock; lumber; valves; agricultural machinery; optical glasses and frames.

The new rate of 245.00 applies to all imports not otherwise specifically provided for.

## Rates of Exchange Applying to Exports

The rate of 151.90 continues to apply to the export of live animals, beef and mutton, wool, linseed and oilseeds generally, wheat and wheat flour. The rate of 178.00 is maintained for edible oils, linseed oil, fat acids, rice, hides and skins, oilseed cake, and tallow. The new rate of 235.00 applies to pork products, leather and leather products, certain textiles.

Import and export operations contracted at the earlier rates will be liquidated at those rates, but operations which had not been finalized must be liquidated at the new rates. Arrangements under compensation deals (limited in export to surplus peanut and sunflower-seed oil) will be concluded at the rates previously established, that is 178.00 pesos for exports and 190.00 pesos for imports.

# Northern Hemisphere Harvests Turn Tide in Shortages of Food

*Report on world food situation, prepared by the Food and Agriculture Organization (FAO), sets forth this conclusion—Gap between living standards of rich countries and poor countries emphasized—Improved supplies and lower prices are prospects for next year.*

**W**ASHINGTON, November 22, 1949.—Harvests in the Northern Hemisphere apparently turned the tide against the desperate food shortages that have plagued the world since the war, this conclusion having been reached by the Food and Agriculture Organization (FAO), and set forth in its report on the world food situation.

The report, which has been made available to delegates attending the fifth session of the FAO annual conference in Washington, emphasizes the gap between living standards of rich countries and poor countries. The well fed of ten years ago are better off than before, and the poorly fed, for the most part, are considered worse off. Two basic issues have emerged to challenge governments in their fight against poverty and malnutrition. One is the necessity for technical assistance to under-developed countries, where the supply of material equipment and technical "know-how" is inadequate. The other is the need to clear the way for expanded trade in agricultural goods, overcoming currency barriers and production restrictions.

Food production showed great improvement during 1948-49 in every region except Australia and New Zealand, and the supply of food was larger than in the previous year in every major region except North America, where it was already very high. But world population has continued to grow at a rate of about one per cent a year, and the situation appears less satisfactory when the available food is calculated on a per person basis for the whole world.

Everywhere except in the Western Hemisphere, the food available to each person is still less than it was before the war. If living standards are to be raised, the FAO report points out, food supplies must increase faster than population.

To put it into a formula: since population growth (varying according to country) is from one to two and a half per cent a year, food supplies should be increased by at least two to three and a half per cent a year. FAO has seen no evidence that this order of expansion is being carried out.

The report reduces its food analysis to the basis of calories the average person of each country consumes daily. Compared with 1947-48, this calorie level rose appreciably in European countries, North and South African countries, the Near East, and Latin America; and has gone lower in countries of the Far East. The calorie level has also declined somewhat in New Zealand, Canada, and the United States, but these countries, plus Australia, Argentina, Denmark, Ireland, Norway, Sweden, and the United Kingdom, now lead all nations as far as the average calorie consumption is concerned. The most significant improvement in Europe has taken place in Germany. Levels of other nutrients roughly parallel that of calories.

## Postwar Boom in Farm Prosperity Levelling Off

Considering farm prices, FAO found that for the world as a whole the postwar boom in farm prosperity tended to level off in the last year. Prices of farm products moved slightly downward in dollar countries and in

those European countries experiencing deflation. For instance, by August, 1949, prices received by United States farmers were 16 per cent below last year's average, although prices they paid for things they needed had fallen only three per cent. On the whole, the position of farmers as compared with other parts of the population is still much more favourable in most countries than before the war.

FAO points out that the most significant factor in international trade is the massive increase in the share of the United States and Canada in world exports. In the last ten years their share in world food exports has risen from less than one-seventh to about two-fifths of the total.

While the rest of the world has become increasingly dependent on these dollar countries for food, their means of paying for it have decreased. The balance of the exchange has become increasingly precarious. Any sudden fall in the dollar earnings of the food deficit countries or in the volume of United States gifts and loans might collapse the "card house", bringing food shortage to the deficit countries and a surplus disposal problem to North America.

FAO's concern is to find a way to enable North America and other surplus export countries to maintain present high production, since low levels of consumption elsewhere in the world make clear the need for the greatest possible production of food everywhere.

While trade between dollar and non-dollar areas encounters mounting difficulties, trade within the soft-currency area, or non-dollar world, continues to expand. During 1949 the list of trade and payments agreements has lengthened rapidly, until something like 80 per cent of all world trade in food and agricultural products is now covered by such agreements. They are a clumsy, complex system, but probably make possible more trading between countries than would otherwise take place.

#### **More Supplies and Lower Prices in Prospect Next Year**

Prospects for 1950-51, the FAO report predicts, are that supplies will be better than now and prices will be lower. Surpluses may begin to accumulate in some commodities.

The United States and Canada, having completed their roles as emergency helpers, face imminent agricultural surpluses and are already embarked on programs of restricting production. Many other countries have set themselves high production goals, in attempts greatly to raise their output. Their expansion efforts have a partial aim of increasing exports and reducing imports.

Thus some prosperous countries, such as the United States, will be cutting down on output which they cannot sell, while underfed countries will be cutting down on imports which they need but cannot buy.

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#### **Haifa Prepares to Handle Cargoes Rapidly**

Preparations are being made in Haifa harbour for a smooth and speedy handling of cargoes expected soon. Additional equipment, expected to arrive before the end of the year, will permit the handling of two million tons in 1950. Total tonnage during 1949 is estimated at 1,400,000. Contemplated improvements in Haifa next year include the use of the western basin for discharging building materials on an open-air dump. New piers are planned north of the refineries jetty for goods in transit, which will be stored in special and free zone sheds. A new passenger jetty is also to be built adjacent to the main quay.—(Barclays Bank Review)

# Navigation Season at Montreal Lasts Over Thirty-Five Weeks

*Near record achieved, the first ocean-going ship having arrived on April 7, the earliest date in the history of this port—Larger number of ocean, coasting and inland vessels handled—Movement of grain heavier, and 150 locomotives shipped to India.*

**N**AVIGATION on the St. Lawrence is drawing again to a close after one of the longest seasons experienced in the Port of Montreal. The first ocean ship to arrive was the *Mont Alta*, a Canadian vessel built in Montreal and commanded by a Canadian who makes his home in Montreal. She arrived on April 7, the earliest date on which any ocean-going ship has docked. If, as is predicted, the last departure for sea is taken on December 10, the harbour will have been in full operation for 248 days, or a little more than 35 weeks. That is not a record, however, as the port was open for 251 days in 1946, the first ocean-going ship having arrived on April 12 and the last to leave for sea having sailed on December 18.

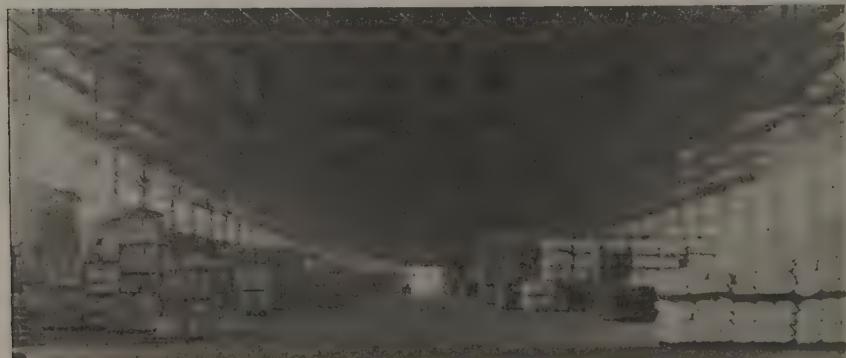
Records maintained by the National Harbours Board, in Montreal, and reproduced herewith, recall memories of many ships that were well known on the St. Lawrence route. A fair proportion of the first arrivals, prior to the First World War, were passenger liners, which also brought to Montreal heavy cargoes of British merchandise. The *Great Britain*, a sailing ship, achieved the distinction of opening the port in 1840 and on five subsequent occasions. It was not until 1859 that a steamship, the *United Kingdom*, arrived from sea ahead of all other vessels. No records of the last departure were maintained before 1863, in which year the brig *Annie Laurie* sailed on November 24 to bring navigation to a close.

During the last hundred years, no one vessel had the distinction of arriving first in port and sailing last for sea in a single season. However, the *Laval County* was the last recorded departure in 1926 and the first ocean-going ship to reach Montreal the following year.

Traffic through the Port of Montreal showed a substantial improvement this season over that of last year, the amount of grain handled

**Montreal—Single-deck transit shed, provided this year by the National Harbours Board at berths 29 and 30. The dimensions are 616 feet by 120 feet, which provides a temporary storage area of 73,920 square feet.**

*Photo by W. Gallant.*



through the harbour elevators alone amounting to approximately 100,000,000 bushels, compared with 67,500,000 bushels last year. Up to November 26, a total of 1,204 ocean-going ships arrived in port, compared with 1,003 at the corresponding date last year. The number of coasting vessels to arrive in Montreal was 616, compared with 509 last year, and 2,642 inland vessels entered the harbour, as against 2,059 in 1948.

A movement of special significance during 1949 was the shipment of 150 broad-gauge locomotives to India. They were loaded by special ships, each with a capacity for transporting thirty-three locomotives. Large hatches and booms capable of lifting vehicles of 125 and 150 tons facilitated loading operations. Although the locomotives were brought to the docks aboard special cars, it was necessary to lay a third rail in order that they might be brought alongside the ships transporting them to India.

## Opening and Closing of Navigation

Year	First Ocean Arrival	Last Ocean Departure
1840.....	April 30	*Great Britain
1841.....	May 5	*Great Britain
1842.....	May 9	*Caledonia
1843.....	May 7	*Great Britain
1844.....	May 5	*Great Britain
1845.....	May 4	*Great Britain
1846.....	April 27	*Albion
1847.....	May 11	*St Andrews
1848.....	May 3	*Albion
1849.....	May 4	*Albion
1850.....	April 28	*Great Britain
1851.....	April 28	*Toronto
1852.....	May 2	*City of Manchester
1853.....	April 28	*Shannon
1854.....	May 20	*America
1855.....	May 9	*Ottawa
1856.....	April 30	*Queen of the Lake
1857.....	May 1	*Montreal
1858.....	April 30	*Toronto
1859.....	May 3	United Kingdom
1860.....	April 30	United Kingdom
1861.....	April 27	Jena
1862.....	April 28	*Shannon
1863.....	May 6	*City of Quebec
1864.....	April 28	*Ardinillan
1865.....	May 3	Peruvian
1866.....	May 1	*Gleniffer
1867.....	May 4	Moravian
1868.....	May 4	Hibernian
1869.....	April 30	Nestorian
1870.....	April 22	*Abeona
1871.....	April 22	*Lake Superior
1872.....	May 5	Scandinavian
1873.....	May 4	Prussian
1874.....	May 11	Quebec
1875.....	May 9	Prussian
1876.....	May 8	Polynesian
1877.....	April 29	*Lake Erie
1878.....	April 20	Venezia
1879.....	May 1	Circassian
1880.....	May 2	Prussian
1881.....	April 29	Buenos Aires
1882.....	May 6	Manitoban
1883.....	May 5	Lake Champlain
1884.....	May 2	Lake Champlain
1885.....	May 8	Brooklyn
1886.....	April 30	Dominion
1887.....	May 3	Oregon
1888.....	May 4	Vancouver
1889.....	April 27	Lake Nipigon
1890.....	April 30	Oregon
1891.....	April 27	Charrington
1892.....	April 22	Fremona
1893.....	May 3	Pickhuben
		November 22
		November 23
		November 24
		November 26
		November 27
		November 23
		*Annie Laurie
		*Antigua
		Thames
		*Maria
		Flamborough
		Napier
		Peruvian
		*British Queen
		*British Queen
		Thames
		Tyne Queen
		Lake Erie
		Sardinia
		Manitoban
		Lake Champlain
		Ontario
		Bellona
		Dominion
		Waldensian
		Erl King
		Hanoverian
		Norwegian
		Corean
		Grassbrook
		De Mario
		Marcello
		Pomeranian
		Electrique
		Brazilian
		Greelands
		Thames
		State of Alabama

## Opening and Closing of Navigation—Concluded

Year	First Ocean Arrival		Last Ocean Departure
1894.....	April 27	<i>Phoenix</i>	November 24
1895.....	April 27	<i>Mariposa</i>	Storm King
1896.....	April 28	<i>Fremona</i>	Lake Huron
1897.....	April 30	<i>Montezuma</i>	Baltimore City
1898.....	April 26	<i>Scotsman</i>	Acadian
1899.....	April 27	<i>Dominion</i>	Guildhall
1900.....	April 26	<i>Lake Megantic</i>	Mayflower
1901.....	April 25	<i>Jacona</i>	Paliki
1902.....	April 17	<i>Polina</i>	Boliviana
1903.....	April 26	<i>Corrigan Head</i>	Montroroy
1904.....	May 4	<i>Ionian</i>	Toronto
1905.....	May 2	<i>Ionian</i>	Elolia
1906.....	April 28	<i>Marina</i>	Lake Michigan
1907.....	May 2.	<i>Hibernian</i>	Degama
1908.....	April 30	<i>Corsican</i>	Adonia
1909.....	April 23	<i>Corinthian</i>	Dahomey
1910.....	April 11	<i>Iona</i>	Montreal
1911.....	April 26	<i>Royal George</i>	Boma
1912.....	April 30	<i>Zieten</i>	Bray Head
1913.....	April 21	<i>Sokoto</i>	Bray Head
1914.....	April 29	<i>Corsican</i>	Ruthenia
1915.....	April 30	<i>Thespis</i>	Manchester
1916.....	May 1	<i>Bayern</i>	Spinner
1917.....	May 1	<i>Cassandra</i>	Torr Head
1918.....	May 7	<i>City of Marseilles</i>	Begna
1919.....	April 22	<i>War Red Cap</i>	Manchester Hero
1920.....	April 25	<i>Canadian Aviator</i>	War Fiend
1921.....	April 21	<i>Venusia</i>	Canadian Planter
1922.....	April 24	<i>Bibster</i>	Benguela
1923.....	May 3	<i>Bolingbroke</i>	Lord Antrim
1924.....	April 24	<i>Cornishman</i>	Lisgar County
1925.....	April 16	<i>Welshman</i>	Canadian Ranger
1926.....	May 3	<i>Manchester</i>	Bellatrix
1927.....	April 12	<i>Regiment</i>	Hardenburg
1928.....	April 26	<i>Laval County</i>	Laval County
1929.....	April 20	<i>Bay State</i>	Svartfond
1930.....	April 21	<i>Amaranto</i>	Rein
1931.....	April 15	<i>Wentworth</i>	Lord Downshire
1932.....	April 18		Michael L.
1933.....	April 14	<i>Arcado</i>	Embiricos
1934.....	April 26	<i>Beaverburn</i>	Hunstanworth
1935.....	April 15	<i>Boston City</i>	Silvia
1936.....	April 13	<i>Hadiotis</i>	Niderholm
1937.....	April 19	<i>Marisa Thordon</i>	Colborne
1938.....	April 18	<i>West Wales</i>	Vardefjell
1939.....	April 29	<i>Duchess of York</i>	Sedgepool
1940.....	April 24	<i>Duchess of Bedfor</i>	Magnihild
1941.....	April 18	<i>Bassano</i>	August
1942.....	May 2	<i>Lady Rodney</i>	Kalliopi S.
1943.....	May 24	<i>Bic Island</i>	Taborfjell
1944.....	April 21	<i>Delilian</i>	Gitano
1945.....	April 9	<i>Rockwood Park</i>	Fort Remy
1946.....	April 12	<i>Scorton</i>	Fort Ticonderoga
1947.....	April 21	<i>Gatineau Park</i>	Alexandra Park
1948.....	April 19	<i>Fort Spokane</i>	Minerva
1949.....	April 7	<i>Beaverburn</i>	Triton
		<i>Manchester</i>	Ocean Liberty
		<i>Shipper</i>	Bearerbrae
		<i>Mont Alta</i>	

\* Sailing vessel, either barque, brig or ship.

### Purchase of Farm Machinery Higher in 1948

Canadian farmers spent \$57,411,000 more in 1948 on the purchase of new farm equipment and machinery than they did in 1947. Grand total expenditures at the retail level were estimated at \$204,000,000, as compared with \$146,589,000 in the preceding year. Estimated additional expenditures of \$35,000,000 were made for the purchase of repair parts as compared with \$30,042,000.—(Dominion Bureau of Statistics, November 18, 1949)

# Economic Distress is Reflected in Second Budget of Burma Union

*Government and private property has suffered extensive damage—Communications disrupted and industrial production greatly reduced—Tax yields adversely affected and foreign trade decreased—Government will assist private enterprise.*

By R. K. Thomson, Acting Commercial Secretary for Canada in Bombay

BOMBAY, October 18, 1949.—Economic distress, caused by continued civil insurrection, is reflected in the second budget of the Union of Burma. This budget, for 1949-50, provides for a deficit of Rs.17,072,000, representing approximately three per cent of the total revenue for the period. The government has suffered a loss of some Rs.33,000,000, due to the looting of district treasuries by rebels. In addition, there has been considerable damage to the railways of Burma, much destruction and theft of government stores, which are responsible for a further loss of approximately Rs.164,863,000. Insurgents have also seized, damaged and destroyed a considerable amount of private property, the extent of which cannot be calculated as yet. It is estimated that this will be far in excess of the value of losses sustained by the government in property.

Over large areas of Burma, there is nothing left but deserted villages, looted or burned out. Men, women and children have disappeared in their thousands. Important rail and road bridges have been wrecked, and iron rails and sleepers removed from several places between important centres of communication. Railway workshops and installations at a number of places have been looted and destroyed. Launches and cargo boats of the Inland Water Transport have been seized and sunk by the rebels. Irrigation works at certain places have been destroyed, and many government buildings burnt. Supplies at government depots and rice being marketed by the State Agricultural Marketing Board have been seized and distributed by the rebels, and teak logs belonging to the State Timber Board have been wastefully disposed of. The rice harvest could not be processed or marketed entirely, and only 1,000,000 tons of an estimated surplus of 1,600,000 tons of rice have been shipped. The production of timber will not exceed 186,000 tons, in comparison with the prewar production of 930,000 tons. Oil production for this period consists only of 400 to 1,000 barrels per day, in comparison with a prewar production of 15,000 barrels per day. Production of the mines is seriously curtailed.

## Tax Yields Reduced

This economic distress has had considerable effect on the tax yields of Burma. An original estimate of the 1948-49 budget placed the land revenue at Rs.35,200,000, but this estimate has been reduced to Rs.5,000,000 for the current fiscal year. Customs revenue and forest revenue have declined by Rs.38,000,000 and Rs.7,217,000 respectively. Although increased revenue will accrue through the levy of such new taxes as those on business profits, business premises, entertainment and import and export taxes, the net decrease in revenue is estimated at Rs.62,631,000. Expenditure for the period is estimated at Rs.589,680,000, of which Rs.223,045,000 is budgeted for defence, police services, and the maintenance of law and order. This figure represents 39 per cent of the total revenue of the

country. New measures of taxation to be introduced will provide for a general sales tax. In addition, other proposed charges are a 50 per cent increase in betting tax at Rangoon, a 50 per cent increase in excise duty on liquor, an increase in the entertainment tax, and an increase in the tax on incomes exceeding Rs.15,000 per year.

The trade policy of the Government of Burma is announced as one of liberalization of import controls and the maximum use of available foreign exchange to increase the availability of consumer goods with a view to reducing the general level of prices. Burma's purchases from other countries during the fiscal year 1947-48 were valued at Rs.578,400,000, while her exports amounted to Rs.555,500,000 for the same period, indicating an adverse balance of trade of Rs.22,900,000. Comparable figures for the fiscal year 1938-39 indicate that Burma had a favourable balance of trade in the amount of Rs.270,157,000. Estimated earnings of foreign exchange for the year, totalling Rs.712,000,000, were credited to sales of the following commodities: Rice, Rs.633,000,000; timber, Rs.26,000,000; other agricultural produce, Rs.13,000,000; and miscellaneous, Rs.40,000,000.

#### **Government Will Assist Private Industry**

In view of the limitations of the financial resources of the Union of Burma and the lack of available technical skill, the government has promised to assist and encourage private enterprise, and no nationalization of industry is planned for some years to come except for a restricted range in which the government will participate.

The Government of Burma has expressed its interest in joining the International Monetary Fund but, due to its inability to pay the admission fee, application for membership in this fund must be deferred.

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## **Little Progress Made by East African Groundnuts Scheme in Past Year**

*Disappointing results disclosed in first annual report of Overseas Food Corporation, Limited—Only 49,620 acres planted to crops and expenditure of £23,200,000 recorded—Original plans were to clear 150,000 acres in 1947 and a further 450,000 acres in 1948.*

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, November 2, 1949.—Disappointing results of the East African Groundnuts Scheme were disclosed in the first annual report of the Overseas Food Corporation, Limited, only 49,620 acres having been planted to crops and an expenditure of £23,200,000 recorded. It was acres in 1948, from which it was expected that 56,920 tons of ground-nuts would be harvested in 1948 and 227,676 tons in 1949. The total capital expenditure was estimated at £23,975,000, and the cost of clearing an acre at £3 17s. 4d. On the basis of an average yield per acre of 850 pounds of shelled nuts, the cost of production was estimated at £14 5s. 6d.

Owing to delays experienced, only 7,500 acres were under crop at Kongwa and 228 acres were planted at Urambo. The cost of clearing the land was ten times the original estimate, and the entire output for 1947-48 was 1,566 tons, which represented a yield per acre of 528 pounds. This was set aside for seed.



**South Africa—Peanuts in the Northern Transvaal, growing at an altitude of 3,000 feet.**

The target of 150,000 acres was reduced to 50,000 acres, of which 25,592 were sown to groundnuts, 21,481 to sunflower seed, and 1,983 acres to maize in the Kongwa and Urambo regions. In the Southern Province of Tanganyika, 564 acres were sown with a variety of crops. Due to severe drought, the yield amounted to only 2,150 tons of unshelled groundnuts and 800 tons of sunflower seeds. It has been decided to sow sunflowers instead of groundnuts in newly cleared land, as it has been found difficult to cultivate and harvest an underground crop on such land.

Port facilities in Dar-es-Salaam have been improved, and the rate of turn-round for ships has increased. East African Railways and Harbours will soon start work on two deep-water berths, which should remove the prime cause of delays. Railway facilities between Dar-es-Salaam, Kongwa and Urambo have been improved, and a temporary harbour has been created at Mkwaya, seven miles up the Lukuledi River, from Lindi. A railway has also been built from Mkwaya to Nachingwea, headquarters for the Southern Province. This will ultimately link up with the new port of Mtwara, where a deep-water harbour is under construction. An oil pipeline, 116 miles in length, has been laid from Mtwara to the centre of the groundnut area, and is capable of handling between 80,000 and 90,000 tons of petroleum products a year. At the end of last March, there were 429 heavy tractors in operation, compared with 91 the previous year.

The Queensland subsidiary of the Overseas Food Corporation planted 30,000 acres to sorghum, a grain suitable for pig production, in 1948-49. A crop of one million bushels was expected, but frost reduced the yield to 315,700 bushels, of which 6,000 tons were destined for shipment to Great Britain.

# Pakistan Importers Welcomed Retention of Exchange Rate

*Cotton shippers and jute exporters suffer from failure to devalue currency — Modern agricultural equipment and machinery for industrial development required, largely from dollar and other hard-currency areas — Independence of Bank of England and Reserve Bank of India signalized.*

By G. A. Browne, Canadian Government Trade Commissioner

(One Pakistan rupee equals Can.\$0.3022)

**K**ARACHI, October 25, 1949.—Most observers were surprised at the decision of Pakistan to stand fast on her rupee exchange rate. The decision has been received with general satisfaction by importers and the public as a whole. It is likely to cause hardship to exporters, and particularly the cotton shippers, who are taking steady losses. Jute exporters are faced with a perilous situation in their principal Indian market.

While Pakistan has an unfavourable trade balance at present, this disequilibrium is considered only temporary, and one that does not warrant so drastic a cure as devaluation. The principal exports of Pakistan, jute, wool, cotton, hides and tea, cannot readily be increased, so devaluation would not have achieved the main object of increasing sales in the dollar or other hard-currency areas. On the contrary, it would result in a reduction of net earnings. Imports, on the other hand, would rise in price, thereby causing an additional drain on the already diminished earnings of foreign exchange. It is maintained that, in the case of Pakistan, devaluation would have created the situation for which it is claimed to be the remedy.

As Pakistan is predominantly agricultural and in need of much modern equipment and machinery for her industrial enterprises, devaluation would have placed the dollar and other hard-currency areas, which are the readiest and cheapest sources of supply for such capital plant, beyond her reach. Furthermore, the threat of higher living costs to the economically depressed masses of Eastern Pakistan, foreshadowed by devaluation, and the prospect of added inflation, deterred the cabinet from following the rest of the sterling area, feeling also that for Pakistan to devalue would not help the sterling-area dollar pool but for reasons above militate against its purpose.

## Economic Independence Indicated

Although the government's decision not to devalue was undoubtedly taken on economic grounds, nothing could more aptly signalize Pakistan's economic independence of the Bank of England and the Reserve Bank of India, and this striking out on an independent line has been excitedly hailed by the man in the street, who visualizes a period of growing economic prosperity for Pakistan.

A large section of the more ambitious people are urging that the currency be re-named, the word rupee with its connotations of pre-partition India to be discarded for more purely Pakistan nomenclature. "Chand", "Chandi", "Quaid", "Hilal" have been some of the names suggested.

Following the no-devaluation decision, there has been an almost total halt in trade between India and Pakistan—each other's largest customers—almost approaching economic warfare. The State Bank of Pakistan



Pakistan—Bales of cotton await shipment in Karachi. Shippers of cotton and exporters of jute affected by retention of exchange rate.

announced the new rate of Rs.144 (Indian) for Rs.100 (Pakistan), but this has not at time of writing been followed by any rate announcement, let alone agreement, by the Reserve Bank of India. In this peculiar situation, transactions across the border have come to a standstill.

The non-devaluation decision required a review of trade policy, and the Commerce Minister followed the decision closely with his announcement on modified import and export control. Asserting (rather unfashionably for these times) that he would ask for no great sacrifices or harsh austerity, and declaring the allocations for commercial (i.e., non-government supplies) imports to be unchanged, he outlined the main features as:

- (a) No reduction in export duties. (These are not inconsiderable on jute and cotton and are most important revenue-earners).
- (b) No austerity cuts in imports.
- (c) Introduction of high standards and specifications in all kinds of export goods.
- (d) No introduction of multiple exchange rates (i.e., no "Government", "exporters", "open" or "importers" rates—one rate only).
- (e) Foreign exchange allocations for commercial imports to remain same as period July, 1948-June, 1949.
- (f) "Automatic" licensing for commercial imports of essential articles whether from hard- or soft-currency areas.
- (g) O. G. L. for all currency areas (excluding India) for a limited range of essential articles.
- (h) Export drive together with expansion of commercial intelligence services and trade offices abroad.

#### Jute Affected Most Adversely

Jute is the largest single commodity so far adversely affected by the inter-dominion deadlock over exchange rates. There has been a sharp fall in prices of Pakistan raw jute, owing to suspension of purchase by the

Calcutta mills, and there has been the threat of large-scale smuggling across the East Bengal border to West Bengal, in India.

This has forced the central government, at Karachi, to reassure the East Bengal jute-growers that the no-devaluation decision would not be held at their expense. An Ordinance issued on October 22 sets up a Jute Board to supervise all dealings in jute, and provision is made for the appointment of agents and brokers to buy, sell and store jute on behalf of the Government. Covering all aspects of the jute trade in Pakistan, the Ordinance provides for a floor price to be fixed by the Board, and heavy penalties for any contravention of the rulings. The minimum price for sale of loose jute of jat bottoms quality delivered at baling centres shall be Pak Rs.23 per maund (82.2 lbs.) transactions below this price being prohibited.

It is yet too early to remark any other outstanding commercial development consequent on the no-devaluation decision. There is a school of more or less informed thought among business circles which has doubts whether the decision can be indefinitely maintained and which links Pakistan's prospective membership in the International Monetary Fund and loan negotiations with the International Bank with a possible adjustment of her exchange rate. Importers here are, of course, covering themselves against such an eventuality and a certain interest is beginning to be shown in Canada as a "cheap" dollar source of capital equipment in view of Canada's ten per cent devaluation. Commercial stocks are, however, fairly large here, and these recent inquiries are more in the nature of price feelers for the next licensing period.

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#### **Japanese Whaling Fleet Leaves for Antarctic**

Tokyo, November 9, 1949.—(FTS)—Eleven Japanese ships sailed on November 1, 1949, for the Antarctic to hunt whales, the expedition having been approved by the Supreme Commander of the Allied Powers (SCAP). Seven additional ships will leave in the near future to complete the twin fleets, headed by the 12,000-ton factory ship *Nisshin Maru*. The first fleet consists of eight catcher ships, two 10,000-ton refrigerator vessels, a 10,000-ton tanker, a 3,500-ton refrigerator ship and four 1,000-ton processed-meat carriers.

It is expected that 1,700 whales will be killed, providing 60,000 metric tons of produce, of which 22,000 metric tons will be oil. The Japanese whaling fleet killed 1,645 whales last year, providing 56,000 metric tons of produce, of which 20,000 metric tons consisted of whale oil.

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#### **Horse Breeders Discuss International Body**

Paris, November 10, 1949.—(FTS)—Creation of an international federation of horse breeders was discussed recently at a meeting in Paris, held under the auspices of the Société des Agriculteurs de France. Dangers of over-mechanization were given as one of the important reasons for the establishment of such an organization. It was pointed out that the interests of horse breeders would be given greater protection, and that the federation would not duplicate activities of the Institut International de Zootechnie.

The following countries were officially represented at the meeting: Austria, Belgium, Denmark, France, Germany, Great Britain, Italy, Luxembourg, the Netherlands, Spain and Switzerland, while the following had observers at the conference: Canada, Colombia, Norway and the United States.

# Canadian Exports, by Areas

Country	October			January—October		
	1938	1948	1949	1938	1948	1949
(Mil ions of Dollars)						
COMMONWEALTH COUNTRIES						
United Kingdom and Europe.....	36.3	67.0	73.2	282.1	590.8	608.7
America.....	2.2	9.3	2.6	17.9	94.3	46.2
Africa.....	1.4	11.2	5.0	15.7	75.6	74.7
Asia.....	0.6	6.8	3.7	6.9	43.3	87.6
Oceania.....	3.8	3.3	5.4	41.4	41.1	42.0
TOTAL COMMONWEALTH COUNTRIES.....	44.4	97.7	89.8	364.0	845.2	859.2
FOREIGN COUNTRIES						
United States and Possessions.....	28.1	150.0	150.1	218.9	1,195.9	1,185.6
Latin America.....	1.7	11.2	9.6	14.6	99.3	102.0
Europe.....	9.8	38.0	11.9	60.5	260.5	184.0
Other Foreign Countries.....	4.2	10.0	7.7	24.7	64.2	84.3
TOTAL FOREIGN COUNTRIES.....	43.8	209.2	179.4	318.7	1,620.0	1,555.9
TOTAL DOMESTIC EXPORTS.....	88.2	307.0	269.1	682.7	2,465.1	2,415.1

## Canadian Exports, by Countries

Country	October			January—October		
	1938	1948	1949	1938	1948	1949
(Thousands of Dollars)						
COMMONWEALTH COUNTRIES						
<b>Europe:</b>						
United Kingdom.....	36,045	65,573	72,276	278,404	581,729	598,265
Eire.....	163	820	826	3,333	6,504	6,827
Gibraltar.....	1	.....	42	6	6	328
Malta.....	61	654	8	346	2,610	3,299
TOTAL EUROPE.....	36,270	67,047	73,152	282,089	590,849	608,719
<b>America:</b>						
Newfoundland.....	935	4,448	.....	6,536	44,560	(a) 9,229
Bermuda.....	134	373	262	1,124	3,363	3,054
Barbados.....	118	570	308	873	4,719	4,425
Jamaica.....	450	591	557	3,644	10,958	7,367
Trinidad and Tobago.....	323	1,797	670	2,901	14,325	10,867
Bahamas.....	250	180	.....	.....	3,116	1,934
Leeward and Windward Islands.....	129	622	293	1,481	5,131	3,898
British Honduras.....	25	138	33	235	977	500
British Guiana.....	107	552	325	1,131	7,169	4,907
Falkland Islands.....	.....	.....	.....	.....	7	.....
TOTAL AMERICA.....	2,221	9,341	2,628	17,925	94,318	46,188
<b>Africa:</b>						
Northern Rhodesia.....	39	32	.....	.....	400	522
Union of South Africa.....	1,216	10,521	4,316	13,655	66,951	67,709
Other British South Africa.....	1	1	1	1	5	14
Southern Rhodesia.....	66	193	284	913	2,286	2,425
Gambia.....	2	1	2	17	26	7
Gold Coast.....	23	203	70	148	1,735	1,192
Nigeria.....	5	38	34	61	711	1,031
Sierra Leone.....	8	44	12	164	630	274
Other British West Africa.....	3	1	2	206	40	35
Anglo-Egyptian Sudan.....	56	171	199	550	2,834	1,501
TOTAL AFRICA.....	1,379	11,212	4,952	15,714	75,624	74,710

NOTE: Throughout this bulletin, totals represent sums of unrounded figures, hence may vary slightly from sums of rounded amounts.

Newfoundland Foreign Trade included from April 1, 1949; October, \$11.3 million; seven months ended October, \$55.8 million. (a) January—March, 1949.

**Canadian Exports, by Countries—Continued**

Country	October			January—October		
	1938	1948	1949	1938	1948	1949
<b>COMMONWEALTH COUNTRIES—Conc.</b>						
<b>Asia:</b>						
India.....	262	2,579	817	2,328	20,987	59,410
Pakistan.....		327	1,399		1,725	13,457
Burma*.....	5			113		
Ceylon.....	12	220	81	174	1,463	2,042
Aden.....	7	147	2	81	1,247	51
British Malaya.....	150	1,318	355	2,081	7,702	4,962
Other British East Indies.....				5	16	2
Hong Kong.....	187	778	1,010	1,998	6,641	7,659
Israel†.....	26	1,455		132	3,472	
TOTAL ASIA.....	649	6,824	3,664	6,912	43,253	87,583
<b>Oceania:</b>						
Australia.....	2,482	2,097	3,405	27,711	26,572	29,170
New Zealand.....	1,337	1,221	1,893	13,296	13,945	12,215
Fiji.....	22		58	299	461	582
Other Oceania.....	1			44	140	59
TOTAL OCEANIA.....	3,842	3,318	5,356	41,350	41,118	42,026
TOTAL COMMONWEALTH COUNTRIES	44,358	97,741	89,755	363,992	845,163	859,226
<b>FOREIGN COUNTRIES</b>						
<b>United States and Possessions:</b>						
United States.....	27,994	148,911	148,056	217,338	1,189,847	1,172,360
Alaska.....	13	152	92	114	474	897
American Virgin Islands.....	2	5	7	27	112	101
Hawaii.....	95	750	1,046	1,176	3,929	7,061
Puerto Rico.....	25	116	865	280	1,277	4,976
United States Oceania.....		29	5	3	249	157
TOTAL UNITED STATES AND POSSESSIONS.....	28,129	149,963	150,071	218,938	1,195,888	1,185,552
<b>Latin America:</b>						
Argentina.....	494	1,874	326	3,883	15,148	2,505
Bolivia.....	6	101	54	92	826	947
Brazil.....	340	1,646	850	2,998	21,260	14,980
Chile.....	44	758	259	487	3,732	2,986
Colombia.....	135	612	1,169	980	6,946	7,076
Costa Rica.....	9	120	140	80	848	1,465
Cuba.....	244	1,143	1,673	1,030	9,227	11,299
Dominican Republic.....	12	235	227	274	1,865	1,717
Ecuador.....	26	202	196	49	1,009	1,461
El Salvador.....	8	98	98	39	944	718
Guatemala.....	18	173	119	99	1,289	1,154
Haiti.....	7	95	113	107	1,069	1,344
Honduras.....	12	46	56	134	476	616
Mexico.....	178	1,150	1,349	2,021	12,390	11,833
Nicaragua.....	4	121	54	69	553	537
Panama.....	18	160	289	257	2,384	12,683
Paraguay.....		11	2	9	354	129
Peru.....	49	122	291	737	2,165	6,516
Uruguay.....	1	314	81	184	3,423	1,663
Venezuela.....	105	2,235	2,300	1,039	13,391	20,368
TOTAL LATIN AMERICA.....	1,710	11,216	9,646	14,568	99,299	101,997
<b>Europe:</b>						
Albania.....		31		8	71	
Austria.....		114	93	8	2,770	3,386
Belgium and Luxembourg.....	1,846	2,740	2,670	7,871	26,023	40,104
Bulgaria.....		10	39	8	119	182
Czechoslovakia.....	107	305	37	3,092	10,606	2,515

\*See Foreign Countries from January 1, 1948.

†See Foreign Countries from January 1, 1949.

**Canadian Exports, by Countries—Concluded**

Country	October			January—October		
	1938	1948	1949	1938	1948	1949
(Thousands of Dollars)						
<b>FOREIGN COUNTRIES—Con.</b>						
<b>Europe—Con.</b>						
Denmark	298	1,182	129	1,174	6,046	2,863
Estonia				1		
Finland	129	123	52	450	2,157	561
France	821	20,189	1,143	7,514	77,524	32,833
Germany	2,869	769	398	14,343	10,829	22,490
Greece		73	143	1,564	8,652	2,063
Hungary		77		2	763	74
Iceland		3	184	6	17	720
Italy	110	6,411	907	1,427	28,324	9,306
Latvia		36		231		
Lithuania		70		848		
Netherlands	1,286	2,339	1,389	8,816	37,451	11,088
Norway	1,310	777	1,335	6,429	15,267	17,874
Poland	252	777	24	898	5,492	1,088
Portugal	7	196	84	120	2,251	7,201
Azores and Madeira	1		8	3	64	68
Roumania	3	14		38	386	238
Spain	4	35	34	99	526	314
Sweden	529	623	392	4,102	6,827	4,769
Switzerland	78	934	2,926	631	15,002	23,842
U.S.S.R. (Russia)			29	794	105	90
Yugoslavia	1	133	60	8	1,631	360
TOTAL EUROPE	9,760	38,036	11,898	60,496	260,547	184,029
<b>Other Foreign Countries:</b>						
Afghanistan		2	3		41	11
Arabia			57			2,678
Belgian Congo	4	368	168	66	1,716	2,067
Burma*		2	1		125	54
China	355	714	79	2,227	20,731	12,241
Greenland		17	2		74	16
Egypt	37	3,519	305	289	8,600	4,581
Ethiopia			1		71	40
French Africa	109	180	61	527	2,205	2,091
French East Indies	3	24	11	20	322	160
French Guiana	1		6	6	129	128
French Oceania	3	1	15	71	54	272
French West Indies	22	4	7	145	532	56
Madagascar	1	10	10	7	392	160
St. Pierre and Miquelon	34	106	105	217	1,148	989
Iran	30	39	2,215	68	488	5,713
Iraq	1	8	30	37	721	428
Transjordan			2			177
Trigpol					1	11
Other Italian Africas						
Japan	3,241	709	202	15,626	4,443	4,186
Korea		1	19		23	49
Liberia	1	6	3	17	109	108
Morocco	6	157	127	91	1,312	972
Indonesia	91	853	428	672	6,123	3,844
Netherlands Guiana	2	40	69	30	545	770
Netherlands Antilles	18	190	232	175	1,796	1,651
Israel			1,119			9,740
Philippine Islands	165	1,924	1,837	1,185	6,803	10,969
Portuguese Africa	79	217	67	1,261	2,491	2,923
Portuguese Asia	1	5	1	1	50	162
Siam	1	118	123	16	508	624
Canary Islands		4		2	6	40
Spanish Africa			12		53	63
Syria	9	506	46	54	1,280	2,966
Turkey		283	373	1,916	1,268	13,386
TOTAL OTHER FOREIGN	4,214	10,007	7,736	24,726	64,220	84,326
TOTAL FOREIGN COUNTRIES	43,811	209,224	179,353	318,725	1,619,952	1,555,907
TOTAL DOMESTIC EXPORTS	88,169	306,964	269,108	682,717	2,465,115	2,415,133

\*See British Countries prior to 1948.

†See British Countries prior to 1949.

# Canadian Exports, by Commodities

Commodity	October			January—October		
	1938	1948	1949	1938	1948	1949
<b>MAIN GROUPS</b>		(Millions of Dollars)				
Agricultural, Vegetable Products.....	28.6	73.2	65.5	146.9	478.4	606.0
Animals and Animal Products.....	11.0	48.1	40.4	95.4	357.0	259.5
Fibres, Textiles and Products.....	1.1	3.7	1.6	11.1	39.2	22.4
Wood, Wood Products and Paper.....	20.3	82.0	89.8	173.9	791.0	713.6
Iron and Products.....	3.4	25.9	19.0	51.6	221.5	241.5
Non-Ferrous Metals and Products.....	18.2	37.3	30.5	150.1	325.1	355.7
Non-Metallic Minerals, Products.....	2.4	9.3	8.3	20.1	75.8	57.5
Chemicals and Allied Products.....	1.8	5.7	5.6	16.5	67.3	58.6
Miscellaneous Commodities.....	1.3	21.6	8.5	17.1	109.9	100.4
<b>TOTAL DOMESTIC EXPORTS</b>	<b>88.2</b>	<b>307.0</b>	<b>269.1</b>	<b>682.7</b>	<b>2,465.1</b>	<b>2,415.1</b>
(Thousands of Dollars)						
<b>Agricultural, Vegetable Products:</b>						
Fruits.....	3,072	1,853	1,104	8,387	6,822	9,319
Vegetables.....	1,462	1,717	1,103	4,492	7,265	4,736
Wheat.....	15,590	33,374	37,894	67,619	181,862	350,167
Grains, other.....	1,419	7,122	7,796	9,934	43,188	36,805
Flour of wheat.....	1,779	14,619	7,323	14,919	101,616	81,764
Farinaceous products, other.....	1,328	1,461	992	9,744	18,633	10,345
Sugar and products.....	171	347	213	1,774	5,138	4,650
Alcoholic beverages.....	1,154	2,926	3,774	8,364	22,282	28,378
Vegetable fats and oils.....	25	689	514	128	12,448	10,949
Rubber and products.....	1,608	2,781	1,914	12,470	27,543	22,296
Seeds.....	624	3,984	1,513	1,863	30,001	28,065
Tobacco.....	64	851	173	4,979	7,292	8,055
Vegetable products, other.....	315	1,503	1,155	2,254	14,286	10,422
<b>TOTAL.....</b>	<b>28,611</b>	<b>73,228</b>	<b>65,469</b>	<b>146,926</b>	<b>478,376</b>	<b>605,952</b>
<b>Animals and Animal Products:</b>						
Cattle.....	915	14,005	9,542	7,380	53,746	45,596
Other animals, living.....	124	1,272	773	1,174	10,516	5,515
Fish and fishery products.....	2,700	7,341	11,694	21,443	70,912	74,039
Furs and Products.....	344	561	481	11,414	21,139	17,882
Leather and products.....	661	979	726	4,549	10,982	6,130
Bacon and hams.....	2,183	2,734	1,966	25,964	65,364	12,907
Meats, other.....	751	8,812	5,674	4,167	45,876	31,885
Cheese.....	1,780	2,992	192	8,983	9,293	15,867
Milk products, other.....	586	2,347	1,082	3,765	15,258	9,956
Eggs, shell and processed.....	149	5,873	5,568	346	35,865	19,218
Animal products, other.....	840	1,222	2,669	6,182	18,043	20,527
<b>TOTAL.....</b>	<b>11,033</b>	<b>48,140</b>	<b>40,367</b>	<b>95,366</b>	<b>356,995</b>	<b>259,522</b>
<b>Fibres, Textiles and Products:</b>						
Cotton products.....	228	1,152	365	2,134	8,394	4,802
Flax, hemp and jute products.....	4	118	107	79	1,532	1,625
Wool and products.....	141	660	581	1,118	10,649	4,365
Artificial silk and products.....	128	603	222	1,934	6,463	1,794
Textile products, other.....	605	1,302	307	5,826	12,163	9,781
<b>TOTAL.....</b>	<b>1,107</b>	<b>3,735</b>	<b>1,581</b>	<b>11,092</b>	<b>39,200</b>	<b>22,367</b>
<b>Wood, Wood Products and Paper:</b>						
Planks and boards.....	3,340	17,377	19,196	29,114	167,315	127,808
Pulpwood.....	1,209	4,698	2,585	12,387	36,649	25,692
Unmanufactured wood, other.....	1,270	6,192	6,010	14,703	62,153	42,032
Wood pulp.....	2,502	17,217	15,118	22,902	175,850	139,914
Manufactured wood, other.....	214	665	799	2,459	6,362	4,807
Newsprint paper.....	10,834	32,966	44,414	84,727	310,919	354,594
Paper, other.....	793	2,613	1,479	6,849	27,889	16,457
Books and printed matter.....	91	303	198	785	3,855	2,259
<b>TOTAL.....</b>	<b>20,253</b>	<b>82,031</b>	<b>89,799</b>	<b>173,926</b>	<b>790,991</b>	<b>713,564</b>

**Canadian Exports, by Commodities—Concluded**

Commodity	October			January—October		
	1938	1948	1949	1938	1948	1949
(Thousands of Dollars)						
<b>Iron and Products:</b>						
Iron ore.....		1,317	1,847	1	4,177	11,791
Ferro-alloys.....	88	2,726	1,142	880	19,949	17,174
Pigs, ingots, blooms, billets.....	60	198	83	2,406	2,251	3,172
Rolling mill products.....	264	1,976	860	4,407	18,644	11,006
Locomotives and parts.....		400	131	238	3,876	16,400
Farm machinery and implements.....	340	7,167	3,828	7,166	61,204	82,279
Hardware and cutlery.....	204	379	344	1,841	4,325	3,784
Machinery (except farm).....	594	3,258	3,417	8,127	32,670	26,983
Automobiles, freight.....	461	1,349	966	6,298	14,841	10,629
Automobiles, passenger.....	698	1,883	1,889	12,821	13,408	13,888
Automobile parts.....	182	1,679	946	2,338	12,552	8,820
Railway cars and parts.....	2	780	2,053	17	5,664	17,182
Iron products, other.....	529	2,785	1,467	5,051	27,921	18,425
TOTAL.....	3,422	25,898	18,974	51,590	221,481	241,533
<b>Non-ferrous Metals and Products:</b>						
Aluminum and products.....	3,266	9,832	6,446	19,824	87,514	79,693
Brass and products.....	98	254	175	845	3,706	3,947
Copper and products.....	4,780	7,594	7,058	43,077	64,411	72,947
Lead and products.....	1,040	2,819	2,637	7,573	26,021	34,066
Nickel.....	5,125	6,470	6,681	44,069	60,969	77,048
Precious metals, except gold.....	2,273	2,179	1,388	20,256	21,350	21,814
Zinc and products.....	923	5,134	4,295	8,388	33,631	46,510
Electrical apparatus, n.o.p. ....	322	1,166	1,161	3,516	13,790	10,129
Non-ferrous products, other.....	328	1,879	643	2,599	13,666	9,569
TOTAL.....	18,155	37,326	30,485	150,146	325,060	355,664
<b>Non-Metallic Minerals, Products:</b>						
Asbestos and products.....	1,466	3,957	5,201	10,523	33,851	27,504
Coal.....	109	1,109	387	1,215	8,364	2,801
Petroleum and products.....	117	960	318	620	7,371	1,976
Abrasives, artificial, crude.....	257	1,200	703	3,307	11,042	9,945
Non-metallic products, other.....	493	2,060	1,733	4,425	15,145	15,296
TOTAL.....	2,442	9,286	8,342	20,089	75,772	57,521
<b>Chemicals and Allied Products</b>						
Acids.....	181	427	141	1,092	4,948	2,285
Medicinal preparations.....	168	145	114	1,270	2,731	1,683
Fertilizers.....	323	2,151	2,800	6,036	30,283	33,011
Paints and varnishes.....	81	562	276	753	5,079	3,101
Calcium compounds.....	39	318	138	399	2,408	1,705
Soda and sodium compounds.....	454	423	467	3,492	4,190	3,336
Chemical products, other.....	585	1,677	1,640	3,417	17,676	13,476
TOTAL.....	1,831	5,703	5,578	16,459	67,314	58,596
<b>Miscellaneous Commodities:</b>						
Toys and sporting goods.....	67	199	74	439	1,619	501
Films.....	155	214	180	3,127	3,072	2,580
Ships and vessels.....	4	16,341		192	59,149	36,603
Aircraft and parts.....	23	458	5,342	2,739	9,921	22,519
Electric energy.....	345	319	325	3,464	3,827	4,246
Miscellaneous consumer goods.....	215	691	290	1,690	5,871	4,105
Miscellaneous, other.....	214	1,021	1,104	3,308	7,800	14,885
Donations and gifts.....		984	245		7,013	5,978
Non-commercial articles.....	290	1,390	954	2,165	11,653	9,200
TOTAL.....	1,315	21,618	8,515	17,125	109,926	100,414

NOTE:—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts.

# Foreign Trade in North China Now Transacted Through Tientsin

*Representatives of some ninety firms in Shanghai have proceeded to northern port of entry, due to blockade of shipping on Yangtze Kiang—Barter business with Hong Kong increasing rapidly—Adjustments made in exchange rates.*

By B. I. Rankin, Acting Commercial Secretary for Canada

**S**HANGHAI, October 14, 1949.—Trade is still being transacted through Tientsin, which is not under blockade by the Nationalist forces, and particularly with Hong Kong. As a result of the blockade of Shanghai, Chinese Communist authorities have encouraged the use of Tientsin for the importation and exportation of commodities. Registered importers and exporters in Shanghai have been permitted to operate in North China, and representatives of ninety firms are reported to have proceeded to Tientsin in this connection.

Barter trade between Tientsin and Hong Kong is understood to be increasing rapidly, having reached a total value in August of approximately U.S.\$4,000,000, which is nearly double the trading figure for the corresponding month last year, and four times as high as in July this year. Imports in that section of North China taken over by the Communist forces are the equivalent of U.S.\$18,000,000 for the first eight months of this year, compared with approximately U.S.\$8,000,000 in the corresponding period last year, when the area was under Nationalist control.

Adjustments have been made in the exchange rates during September and the first two weeks of October, thereby reducing materially the drawings against overseas reserves. This change is the outstanding improvement in the economic situation in Shanghai, particularly from the point of view of foreign businessmen. The exchange rate on August 1, 1949, was JMP2,250, remaining steady during the month. In September, it moved from JMP2,450 at the beginning of the month to JMP4,200 at its close. During this period, the price of rice dropped from the dizzy peak of the equivalent of U.S.\$25 per picul to approximately U.S.\$8.50 per picul at the end of the month. After the Communist forces had taken over control of Shanghai, wages were linked to rice. The adjustments in the exchange rates and the price of rice itself have eased the financial situation substantially. On the other hand, there has been some labour unrest, and other prices have not fallen in line with the decrease in the price of rice. Further wage disputes are not unlikely.

## Foreign Businessmen Encouraged by Talks

The business community of Shanghai fears that taxation in the future may cripple its operations. Special taxes have already been imposed in Hankow and Tientsin that have not yet been levied in Shanghai. Some amendments have been made in the land tax, and an adjustment in the exchange rates has eased the burden. Foreign businessmen are encouraged by the interviews between the chairman of the British Chamber of Commerce, in Shanghai, the Director of the Foreign Trade Bureau and the Mayor of Shanghai. It would appear that businessmen will be enabled to engage in trade on a profitable basis. On the other hand, the expansion of state trading companies and their export monopolies does not auger

well for the long-run future of the private trader. Furthermore, special arrangements have been offered to Chinese firms by the People's Bank that are not available to foreign concerns. It is reported that this assistance has taken the form of special rates of exchange in Tientsin. Lower rates of interest have also been made available to Chinese firms on packing loans and in financing their export shipments.

Foreign commercial concerns have considered changing the structure of their various firms to conform with the current and anticipated political and economic developments in this country, thereby enabling them to derive the fullest advantage from the new situation. This would also place them in a more competitive position, particularly with the state-controlled enterprises that are envisaged.

There are indications that the Nationalist blockade of Shanghai is weakening. Two small British and two United States ships ran the blockade recently, although they were intercepted on leaving Shanghai. The Nationalist gunboat assigned to the blockade of Shanghai surrendered to the Communist forces, following a mutiny aboard, and steamed into the harbour. It was sunk subsequently in the Yangtze Kiang by Nationalist aircraft. Although these isolated instances of ships entering Shanghai do not indicate that the blockade will be lifted in the immediate future, they provide some encouragement for merchants in this city.

Interest is still shown in Canada as a possible source of supply for industrial equipment, electrical material, trucks, tractors and other products. The new regime has indicated that it is interested in continuing trade relations with foreign countries, though the amount of foreign exchange available has not been revealed. It is understood that certain reserves have been earmarked for essential supplies, though it is likely that some interest will be displayed in barter deals.

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#### **Britain Acquires Scottish Territory for Afforestation**

During the past twelve months, the British Forestry Commission has acquired 50,000 acres of new land in Scotland for afforestation. Last season's planting of 20,000 acres in Scotland again showed a notable increase over previous seasons.—(*United Kingdom News*)

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#### **French Balance of Trade Improved**

Paris, November 17, 1949.—(FTS)—The French balance of trade has shown considerable improvement over the last several months, and for the first time since 1926 it actually attained a credit position in October. The following table shows the French trade balance by months: January, -16,485,000,000 francs; February, -8,700,000,000 francs; March, -13,960,-000,000 francs; April, -16,266,000,000 francs; May, -15,370,000,000 francs; June, -7,355,000,000 francs; July, -6,731,000,000 francs; August, -8,489,-000,000 francs; September, -15,892,000,000 francs; October, +857,000,000 francs.

The unfavourable balance amounted to an average of 13,000 million francs per month during the first six months of the year, whereas it was only 7,560 million per month during the four months since July. This is a vast improvement, especially when it is realized that the favourable balance in October was arrived at when the franc had recently been devalued and exports had not yet had a chance of expanding as a result of devaluation.

# First British Packaging Exhibition Well Attended by Manufacturers

*Some 112 exhibitors, occupying some 50,000 square feet, displayed materials, machinery and techniques in Manchester from October 5-15—Measure of success indicated by attendance figures and orders received during the show.*

By A. A. Caron, Assistant Canadian Government Trade Commissioner

LIVERPOOL, November 17, 1949.—Particular interest was aroused by the extensive display of packaging materials, machinery and techniques at the first National Packaging Exhibition, held in Manchester from October 5 to October 15, due largely to the attention directed to the drive for exports. It is becoming increasingly apparent that Great Britain cannot neglect sound packaging practice and disregard the sales value of good presentation. There were 112 exhibitors at this inaugural exhibition, and the displays occupied some 50,000 square feet of floor space. Held in the heart of the industrial "North", it created special interest among visitors engaged in the manufacture and export of textiles, and some measure of its success was indicated by the attendance figures and orders received during the show. Many exhibitors commented on the diversity of trades represented among the visitors and the number of overseas buyers.

The presentation of textile piece-goods and actual garments is so important to the export trade of this country that manufacturers, already convinced that transparencies are desirable for immediate wrappings, came only to the exhibition to examine the most effective means of application, and to inquire how the process could be most efficiently mechanized.

All the materials on display are in common use in Canada, but many of the applications were novel and demonstrated the versatility of the standard product. A Manchester firm was showing wood wool pads, which are a new development and should arouse much interest. They present unlimited possibilities, and are already in use for packing radio receivers, clocks, electrical products and other articles. Wood wool complies with the import regulations of every country in the world and does not carry the infection of foot and mouth disease and similar plagues as is the case with natural vegetable fibres such as hay and straw.

## Varied Uses of Transparent Wrapping Displayed

Transparent wrapping was attractively displayed by a Liverpool firm in its stand, which had the self-service store as its main theme. The many varieties of film shown enabled the visitor to judge exactly the suitable grade applicable to his merchandise. Emphasis was on the section dealing with laminates, which provide the ideal package for products which are themselves nice to look at and which are assisted in their sales appeal by a transparent film. There is no doubt that transparent wrapping has revolutionized the presentation of merchandise by making it possible for the manufacturers to pre-pack the product at the factory in material specially developed to retain the quality of the product. It also permits the retailer to eliminate the cost and inconvenience of measurement or weighing. An important British industry, as evidenced by many of the stands at the exhibition, is centred on the printing of transparent materials and on the manufacture of printed or unprinted bags, envelopes, tubes and other prefabricated containers.

The carton and box manufacturers also seized the opportunity of showing their products, and some outstanding work was displayed. Most packs showed a general cleaning-up of design, placing more emphasis on the legible naming of the contents, and not allowing one to forget for a moment that this is the "So-and-So" Brand. Many of the older packs failed in this respect and the juxtaposition of old and new showed how great is the improvement in appearance and convenience. Inquirers were keenly interested in finding a solution for essential practical difficulties, and many were entirely unconcerned with glamourizing their packing. How to pack goods efficiently and economically, and the best uses of materials and equipment were first considerations. Styling, even where necessarily involved, came a long way behind functional efficiency, though the interest in the display side was no less serious. The style of labelling or decoration to make a pack outstanding was clearly of major interest to those who were already satisfied as to the functional adequacy of their package. The collaboration of "outside" designers with many of the producing firms has produced some brilliant results by injecting new ideas and preventing stereotyping of designs.

#### **Machinery Accounted for Large Proportion of Exhibits**

In the machinery section, there were more smaller machines in view than might have been expected; in fact, machinery constituted a large proportion of the exhibits. An automatic bottle labeller was an interesting working exhibit. The machine, which has a capacity of 300 to 600 dozen bottles per hour, is extremely simple, with few working parts and a high degree of efficiency. A foolproof timing device which admits the bottles from the conveyer to the labeller is so dependable that it is not necessary to have an operator in attendance. The machine need not be stopped in order to replenish label boxes.

Another compact machine is a new ampoule filling and sealing machine. Basically, the machine consists of a frame which carries the hopper containing the unfilled ampoules; the feeder and transport mechanism; the filling head, which actually injects the contents into each ampoule; and the stacking tray, in which the ampoules are finally batched. Each movement of the machine is synchronized with that of the corresponding operation and the machine requires no adjustment beyond regulation of the flame jets and setting of the filling stroke to give the measured fill requirements.

A wide range of semi-automatic wrapping machines, including a new machine for wrapping cakes, pies, Christmas puddings, etc., was featured at the stand of a London firm. This machine is sturdily built, has very few moving parts, and is very simple to operate. It enables a neat tight wrap to be made and a high output to be obtained. The firm was also exhibiting a new-type packing machine, developed for the "Nicolle" Cellulose Acetate Pack, suitable for a very wide range of any small article which requires a transparent pack, having sales appeal combined with protection.

Backing up these trade exhibits were the non-trade stands of the Board of Trade, the British Railways, the British Standards Institution and the Institute of Packaging. All had educational exhibits which contributed much to further the cause of better packaging.

All in all, this first National Packing Exhibition at Manchester was such a success that the organizers, Provincial Exhibitions, Limited, with the collaboration of the Institute of Packaging, have decided to hold a similar but larger exhibition next year. It will take place in the Empire Hall at Olympia from November 8 to November 18, 1950.

# Dairy Farming Shows Progress in Brazilian State of São Paulo

*Herds, aggregating some 350,000 cows, consist mostly of cross-bred Friesian cattle—Average daily milk production one million litres—Large contribution made to meat industry of Brazil, 2,230,228 animals having been slaughtered last year—Cattle population estimated at 6,208,000.*

By R. C. Duncan, Office of the Commercial Secretary for Canada

SÃO PAULO, September 13, 1949.—Dairy farming in the State of São Paulo has progressed rapidly during the last ten years, and substantial improvements in the distribution of milk have influenced production in a favourable manner. The demand for milk and its products has increased, and better prices are being obtained. There are twenty-three pasteurizing and bottling plants in this state, four of these having been established in São Paulo itself and nineteen in other centres. Supplies are obtained from fifty receiving and cooling stations throughout the dairy zones. There are also one hundred and fifty butter and cheese factories, and two engaged in the production of dehydrated and condensed milk. Most of the equipment in the pasteurizing and cooling plants was supplied by a British company.

Importations of selected dairy cattle took place in 1910, and increased steadily during the next ten years. Interest in dairy farming developed on the outskirts of São Paulo, in which there was a good market for milk, and the industry moved eastward into the Paraíba River valley. Interest was awakened about the same time in the adjoining states of Minas Gerais and Rio de Janeiro, until a large part of the Paraíba area was devoted to dairy farming, and became the principal source of supply in the State of São Paulo.

Dairy herds in this state, which aggregate some 350,000 cows, consist mostly of cross-bred Friesian cattle, though cross breeds of Zebú and the Brazilian Caracú are numerous. There are some herds of purebred cattle, the majority of which are Friesian, though there are some purebred Caracú, Jersey and Swiss cattle. Various associations in the state record pedigrees, both purebred and cross-bred, and perform other services.

The average daily production of milk is estimated at one million litres, or 2,200,000 imperial gallons, though deliveries to industrial plants during 1948 amounted to 276,402,212 litres. Production of other milk products was as follows: Butter, 4,123,381 kilos; cheese, 1,584,107 kilos; condensed milk, 885,168 kilos; powdered milk, 2,901,747 kilos; milk sugar, 16,932 kilos; milk and sugar caramelized, 476,718 kilos; casein, 1,356,792 kilos; dietetic products for children and invalids, 132,356 kilos; and other dietetic products, 285,513 kilos.

## Meat Industry Progressing in State

This state is making an important contribution to the meat industry of Brazil, as the terrain is suitable and its geographical location favourable. The number of livestock slaughtered in this state during the past year was 2,230,228, compared with 1,994,350 animals in 1947. Cattle were in the majority, followed by hogs, goats, sheep and rabbits.

### Livestock Slaughtered in State of São Paulo

	Animals slaughtered		Meat obtained	
	1947	1948	1947	1948
	Number	Kilos		
Cattle .....	1,480,245	1,620,876	253,977,930	281,829,500
Hogs .....	485,019	583,990	31,563,980	34,602,080
Goats .....	25,444	21,614	254,440	216,140
Sheep .....	2,494	2,691	37,103	40,365
Rabbits .....	1,148	1,057	1,148	1,057
Total .....	1,994,350	2,230,228	285,834,401	316,689,142

Meat diverted to processing amounted to 3,314 tons, valued at Cr.17·3 million in 1947, as compared with 2,610 tons, valued at Cr.15·2 million, in 1948. The commercial value of this meat, when processed, was Cr. 15 million for 2,677 tons in 1947 and Cr. 21 million for 2,157 tons in 1948.

Hides and skins obtained from cattle increased from 29,663 tons in 1947 to 42,547 tons in 1948. In the same period, hides and skins from goats totalled 24 tons and 21 tons respectively. Sheep skins amounted to 6·9 tons in 1947 and 8 tons in 1948.

Since 1940, the animal and poultry population in the state greatly expanded as follows:

### Animal and Poultry Population of São Paulo

	September 1,	December 31,
	1940	1946*
Cattle .....	3,174,453	6,208,100
Hogs .....	2,671,138	3,218,100
Goats .....	138,969	357,180
Sheep .....	64,684	166,560
Poultry .....	10,735,127	not available
Horses .....	470,710	820,710
Donkeys and mules .....	365,522	765,540

\* Estimated.

Some 750,000 steers are driven each year to the State of São Paulo from the neighbouring states of Mato Grosso, Goiaz and Minas Gerais, which, when added to local production, make up the 1,500,000 head slaughtered annually. The greater part of Brazil's herds are maintained in this area, known as the Central Brazilian cattle zone.

There are three types of slaughter-houses in operation: municipal, which kills for consumption within the area; state, which kills for consumption within the state; and federal, which kills for any destination inside or outside the state. Some indication of the importance of the meat industry may be gained by the number of these establishments operating in the state of São Paulo, as follows:

### Slaughter-houses in the State of São Paulo

	Capital	Interior	Total
Municipal .....	..	367	367
State inspected .....	2	6	8
Federal inspected .....	2	2	4
Frigoríficos .....	2	3	5
Charqueadas .....	..	2	2
Pork products' factories .....	..	10	10
Tinned meats' and fats' factories .....	..	2	2
<b>Totals .....</b>	<b>6</b>	<b>392</b>	<b>398</b>

São Paulo's own slaughter-cattle are almost all Zebús, among which predominate Gir, Indúbrasil and Nelore stock in various stages of cross-breeding. Relatively few purebred herds of Nelore, Gir, Guzerat and Indúbrasil are maintained. European breeds have not fared so well to date and are mainly kept for experiments in cross-breeding on government farms. The Brazilian stock, known as the Polled National, is found occasionally, as is also the Caracú.

Hogs in this state are almost all crosses, obtained from native breeds and imported animals, which are mainly Duroc Jersey. Herds have been substantially depleted by swine fever in recent years. It is hoped, however, that counter-measures which have been taken have halted this menace.

Not many goats are found in the state and they play a very minor role in the supply of meat. Toggenbourg is the most common breed kept in cities for the supply of milk.

#### Breeding of Draught Horses on the Decline

Breeding of draught horses is on the decline in the state, owing to the increased use of motor transport in rural areas. Thoroughbred horses, which are used for recreation, are mostly Mangalarga, English, Arab, or their cross-breeds. Racing horses are mainly of English blood-stock. On the studbook, 1,769 horses are registered for 69 studs, the number of Mangalargas being about 1,100. There are four racecourses in the state for flat racing and one for trotting.

The number of donkeys is small, as they are kept only for the breeding of mules. There is a Brazilian breed of donkey, known as the Pega. Others originate in Spain or Italy. Mules, on the other hand, are comparatively plentiful, and in 1939 made up ten per cent of the total for all Brazil. Their main use is for haulage and they stand up very well under local conditions.

More rational methods have been introduced into poultry farming in recent years and considerable progress has been made. Official estimates show there are approximately two million laying hens on some 3,500 farms. The number of birds slaughtered increased from 1,373,407 in 1947 to 1,551,554 in 1948. Poultry meat totalled 1,088,724 kilos in 1947 and 1,241,233 kilos in 1948. About 90 per cent of the birds are White Leghorn. There is sufficient equipment on the farms to hatch two million eggs. In recent years, the number of chicks hatched in one period of incubation is set at five million. There are eight poultry-killing plants and one factory for the dehydration of eggs.

There are about 350 bee-keepers in the state and the annual production of honey is around 1,000 tons, as compared with the total Brazilian production of 4,462 tons in 1945 and 4,875 tons in 1946. The predominating insect is the Black Bee or "parda comum".

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#### Manufacture of Canadian Aircraft and Parts Increased Last Year

The Canadian aircraft industry turned out aircraft and parts to the value of \$45,600,000 in 1948, up slightly from the 1947 total of \$44,304,000. Assembly plants accounted for \$40,778,000 of the 1948 aggregate, practically the same as a year earlier, while the value of products of parts plants was \$4,822,000 as compared with \$3,548,000.

There were 139 aircraft imported to the value of \$652,000 in 1948, as compared with 406 valued at \$2,193,000 in the preceding year, while the number of aircraft engines imported was 220, valued at \$1,486,000, compared with 674, valued at \$4,179,000. Imports of aircraft parts had a value of \$7,202,000, compared with \$10,091,000, and parts of aircraft engines, \$3,668,000, compared with \$1,667,000.—(Dominion Bureau of Statistics, November 9, 1949)

## Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

### Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.	Saskatoon—Board of Trade.
Charlottetown—Board of Trade.	Sherbrooke—Chamber of Commerce.
Edmonton—Canadian Manufacturers' Association.	St. John's—Department of Trade and Commerce, Stott Building.
Fredericton—Chamber of Commerce.	Toronto—Canadian Manufacturers' Association.
Halifax—Board of Trade.	Vancouver—Department of Trade and Commerce, 355 Burrard Street.
Hamilton—Chamber of Commerce.	Victoria—Department of Trade and Industry.
Moncton—Board of Trade.	Winnipeg—Canadian Manufacturers' Association.
Montreal—Montreal Board of Trade.	
Quebec City—Board of Trade.	
Regina—Chamber of Commerce.	
Saint John—Board of Trade.	

E. H. Maguire, Commercial Secretary for Canada in Santiago, Chile, has returned home on leave, and is making a tour of Canada, discussing with businessmen trade conditions in Chile and Bolivia.

Ottawa—December 5-12

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### Canadian Bicycle Production Increased

Production of bicycles in Canada rose to a high level in 1948, amounting to 124,747, valued at \$3,861,437, as compared with 90,644 worth \$2,726,133 in 1947, 85,804 at \$2,310,185 in 1946, and 70,867 with a value of \$1,398,213 in prewar 1939.

In addition to the domestic output, importers brought into the country 51,402 bicycles, slightly lower than the 1947 figure of 51,912. There were 2,311 bicycles exported during the year as compared with 4,378 in 1947.—(Dominion Bureau of Statistics, November 23, 1949)

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### Retail Food Store Chains Sales Rose

The value of sales of retail food store chains rose 27 per cent in 1948 over the preceding year, amounting to \$393,723,000, as compared with \$309,690,000. The number of chain companies was down to 59 from 64, and the number of stores fell to 1,306 from 1,315. Salaries and wages paid during the year amounted to \$23,441,000 as against \$19,370,000. Inventories of merchandise for resale remained nearer the 1947 level with an eight per cent rise in the dollar volume of stocks held in stores and an increase of 0·6 per cent in warehouse stocks.—(Dominion Bureau of Statistics, November 23, 1949)

## Trade and Tariff Regulations

### Brazilian Exchange Regulations Announced for Next Year

Rio de Janeiro, November 23, 1949.—(FTS)—Applications for hard-currency import licences for Brazilian requirements for the first quarter of 1950 will be received between November 28 and December 19, 1949, according to a notice of the Bank of Brazil. The list of goods for which applications will be considered is based on a list issued by the Bank of Brazil on July 9, 1949, to which 34 items have been added and 74 deleted. Among the products deleted from the list, and for which hard-currency licences will therefore not be considered, are natural or artificial abrasives, raw or prepared asbestos, dried codfish, iron or steel cables or cordage, screws, bolts and nuts, wire netting or gauze other than of iron, white lead, aluminum cables and wire, insulated copper wire and metal-working and wood-working machines.

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### Hong Kong Bans Cars with Left-hand Drive

Hong Kong, November 15, 1949.—(FTS)—Commencing next January, automobiles with a left-hand drive will no longer be registered in Hong Kong. Only passenger cars and other vehicles for use in Hong Kong and owned by residents of this Colony are affected by the new order.

Licences will be renewed for vehicles already in Hong Kong, for which a valid licence is in existence on January 1, 1950. Vehicles brought into the Colony by residents abroad who intend to remain only a short period are also excepted, together with vehicles for which licences have been issued in China, provided they enter the Colony by road for a temporary period.

This ban does not apply to vehicles being transhipped in Hong Kong.

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### New Zealand States Policy for Tool Imports Next Year

Wellington, November 10, 1949.—(FTS)—Licences for imports of the undermentioned classes of tools from Canada and the United States during January-June, 1950, may be granted to the extent of 50 per cent of the value for which licences were granted for similar imports from such sources in 1949. The licences are to be noted as available for imports of such tools only: Axes; angle dividers; automotive service tools; bits; drills and drill points; dowel jigs; drill chucks; farriers tools; fence tools; files; gauges; hand grinders; cheney hammers; levels; mitre boxes; nail pullers; nail sets; linesmen and fencing pliers; carpenters' pencils; precision tools; panel beating tools; pinex and similar cutters; saws, hand, chain, circular, cross cut, jewellers' and coping; saw handles, screws, clamps and servicing tools; saw sets; spanners, railroad type; squares, rafter and combination; scrapers; stocks and dies; plasterers' trowels; transits; wrenches, crescent, crestoley and pipe; potato and manure forks and hooks; hay forks; chain pipe tongs and vices.

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### Formaldehyde Now Produced in Brazil

Rio de Janeiro, November 16, 1949.—(FTS)—Formaldehyde is being produced in sufficient quantities by a new plant at Curitiba, Parana, to provide this country with synthetic resins. It is the first to be established in Latin America, and is capitalized at 15,000,000 cruzeiros, provided in equal shares by Brazilian and United States interests.

### **St. Erik's Trade Fair Scheduled for Next August**

The St. Erik's trade fair will be held in Stockholm from August 26 to September 10, 1950, and new halls are planned to provide additional display space. There were 1,325 exhibitors this year, of which 802 were Swedish and 523 from other countries. A total of 301,835 persons visited the fair.

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### **Imports Into Southern Rhodesia Soar**

Total imports into Southern Rhodesia during the first six months of this year were valued at £24,820,751, or £4,104,201 higher than the corresponding figure last year. With the continued movement of tobacco, exports for the first six months of the year were £13,928,316, or £1,522,714 higher than in the first half of 1948. The Colony's visible adverse trade balance at June 30 was £10,892,435, compared with £8,310,948 in the previous year.—(*Barclays Bank Review*)

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### **Canadian Pulp and Paper Output Sets Record**

The pulp and paper industry of Canada surpassed, in 1948, the many records it had established the previous year, recording the ninth consecutive year of increase. The gross factory value of the products of the industry reached \$825,858,000 in 1948, showing an advance of 16·8 per cent over the preceding year's total of \$706,972,000, while the net value of products, at \$412,700,000, was 16·9 per cent higher.

One hundred and seventeen mills operated in 1948, an increase of two over the preceding year. One pulp mill ceased operations in Nova Scotia, and a pulp mill resumed production in New Brunswick. Ontario had one new pulp mill. British Columbia had one new pulp mill and a paper mill.

Newsprint made up 76·5 per cent of the total reported tonnage of paper manufactured in 1948. Newsprint production amounted to 4,640,000 tons with a value of \$402,100,000 as compared with 4,474,000 tons valued at \$355,541,000 in 1947, representing increases of 3·7 per cent in quantity and 13·1 per cent in value. Production of all other kinds of paper also increased both in volume and in value.—(*Dominion Bureau of Statistics, October 24, 1949*)

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### **Field Mice Damage Crops in Israel**

Crops of thousands of dunams in Israel are endangered by field mice, which have already caused extensive damage. A country-wide extermination campaign of this plague is being organized. Due to this situation, crop estimates of about 200,000 tons of wheat, representing approximately an 80 per cent increase over last season, must be revised.—(*Barclays Bank Review*)

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### **DATA FOR EXPORTERS COMPILED**

Information, of particular interest to Canadian exporters, concerning shipping documents and customs regulations of foreign countries, is being compiled by the Commercial Relations and Foreign Tariffs Division, Foreign Trade Service. Countries concerning which such information is now available in a revised form are: Cuba, Denmark, Dominican Republic, Egypt, Guatemala, Italy, Mexico, Netherlands Antilles, Nicaragua, Norway, Panama, Surinam (Netherlands Guiana), Sweden, Switzerland and Venezuela. Data on other countries will be made available from time to time.



## Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by the steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading date and name of ship are not indicated in some instances, as information available is not sufficiently definite to mention the ship concerned. Exporters should seek further details from the operator or agent mentioned.

Ships loading within ten days of the publication date of this issue are not included.

### DEPARTURES FROM HALIFAX

\* Calls at Saint John.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa—South and East—</b> Cape Town..... Port Elizabeth..... East London..... Durban.....	December 15-20	<i>Pictou County</i>	March Shipping
<b>Argentina—</b> Buenos Aires.....	December 23-28	<i>Bowmonte</i>	Cunard Donaldson
<b>Belgium—</b> Antwerp....	{ December 20-24 January 3-10	<i>Danaholm</i> <i>Vasaholm</i>	Swedish American Swedish American
<b>Brazil—</b> Santos..... Rio de Janeiro.....	December 23-28	<i>Bowmonte</i>	Cunard Donaldson
<b>Colombia—</b> Barranquilla..	December 24-30	* <i>Vigor</i>	Swedish American
<b>Cuba—</b> Havana.....	{ December 17-20 December 21-28	<i>Dufferin Bell</i> * <i>Tunaholm</i>	Pickford and Black Swedish American
<b>Denmark—</b> Copenhagen.....	{ December 20-21 December 20-24 January 3-10	<i>Mormacisile</i> <i>Danaholm</i> <i>Vasaholm</i>	Montreal Shipping Swedish American Swedish American
<b>Dominican Republic—</b> Ciudad Trujillo....	December 17-20	<i>Dufferin Bell</i>	Pickford and Black
<b>Finland—</b> Helsinki....	{ December 20-21 December 20-24 January 3-10	<i>Mormacisile</i> <i>Danaholm</i> <i>Vasaholm</i>	Montreal Shipping Swedish American Swedish American
<b>France—</b> Le Havre.....	{ December 20-24 January 3-10	<i>Danaholm</i> <i>Vasaholm</i>	Swedish American Swedish American
<b>Germany—</b> Hamburg.....	{ December 20-24 January 3-10	<i>Danaholm</i> <i>Vasaholm</i>	Swedish American Swedish American

**DEPARTURES FROM HALIFAX—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>French Indo-China—</b> Saigon.....	December 10-14 December 27-31	<i>Anna Maersk</i> <i>Olga Maersk</i>	Robert Reford Robert Reford
Saigon..... Haiphong.....	December 10-14	<i>Steel Seafarer</i>	Isthmian Steamships
<b>Haiti—</b> Port au Prince.....	December 17-20	<i>Dufferin Bell</i>	Pickford and Black
<b>Hong Kong.....</b>	(December 10-14 December 10-14 December 15-24 December 27-31)	<i>Steel Seafarer</i> <i>Anna Maersk</i> <i>Rockside</i> <i>Olga Maersk</i>	Isthmian Steamships Robert Reford Canada Asiatic Robert Reford
<b>India—</b> Bombay..... Calcutta.....	December 15-24	<i>Rockside</i>	Robert Reford
<b>Indonesia—</b> Batavia..... Belawan-Deli.....	December 10-14	<i>Steel Seafarer</i>	Isthmian Steamships
Batavia..... Soerabaya..... Belawan-Deli.....	December 19-23	<i>Steel Architect</i>	Isthmian Steamships
<b>Israel—</b> Tel-Aviv..... Haifa.....	December 19-23	<i>Steel Architect</i>	Isthmian Steamships
<b>Japan—</b> Keelung.....	(December 10-14 December 27-31)	<i>Anna Maersk</i> <i>Olga Maersk</i>	Robert Reford Robert Reford
<b>Malaya—</b> Penang..... Port Swettenham.....	(December 10-14 December 10-14 December 19-23 December 27-31)	<i>Steel Seafarer</i> <i>Anna Maersk</i> <i>Steel Architect</i> <i>Olga Maersk</i>	Isthmian Steamships Robert Reford Isthmian Steamships Robert Reford
<b>Mexico—</b> Vera Cruz..... Tampico.....	December 21-28	* <i>Tunaholm</i>	Swedish American
<b>Netherlands—</b> Amsterdam..... Rotterdam.....	December 20-24 January 3-10	<i>Danaholm</i> <i>Vasaholm</i>	Swedish American Swedish American
<b>Netherlands Antilles—</b> Curaçao.....	December 24-30	* <i>Vigor</i>	Swedish American
<b>Norway</b> Oslo.....	December 20-21	<i>Mormacisile</i>	Montreal Shipping
Oslo..... Kristiansand..... Stavanger..... Bergen.....	December 20-24 January 3-10	<i>Danaholm</i> <i>Vasaholm</i>	Swedish American Swedish American
<b>Philippines—</b> Manila.....	December 10-14	<i>Steel Seafarer</i>	Isthmian Steamships
Manila..... Iloilo..... Cebu.....	December 10-14 December 27-31	<i>Anna Maersk</i> <i>Olga Maersk</i>	Robert Reford Robert Reford
<b>Pakistan—</b> Karachi.....	December 15-24	<i>Rockside</i>	Canada Asiatic
<b>Poland—</b> Gdynia.....	December 20-21	<i>Mormacisile</i>	Montreal Shipping
<b>Puerto Rico—</b> San Juan.....	December 24-30	* <i>Vigor</i>	Swedish American

**DEPARTURES FROM HALIFAX—Concluded**

Destination	Loading Date	Vessel	Operator or Agent
<b>Siam—</b> Bangkok.....	{ December 10-14 December 10-14 December 27-31	<i>Anna Maersk</i> <i>Steel Seafarer</i> <i>Olga Maersk</i>	Robert Reford Isthmian Steamships Robert Reford
<b>Singapore.....</b>	{ December 9-13 December 10-14 December 10-14 December 19-23 [December 27-31	<i>Sommelsdijk</i> <i>Steel Seafarer</i> <i>Anna Maersk</i> <i>Steel Architect</i> <i>Olga Maersk</i>	Cunard Donaldson Isthmian Steamships Robert Reford Isthmian Steamships Robert Reford
<b>Sweden—</b> Gothenburg..... Malmö..... Stockholm.....	December 20-21	<i>Mormacisle</i>	Montreal Shipping
Gothenburg..... Malmö..... Stockholm..... Norrköping.....	December 20-24 January 3-10	<i>Danaholm</i> <i>Vasaholm</i>	Swedish American Swedish American
<b>United Kingdom—</b> Avonmouth..... Swansea.....	{ December 15-21 [December 16-21	<i>Dorelian</i> <i>Bristol City</i>	Cunard Donaldson Furness Withy
Liverpool.....	{ December 15-20 December 17-21 Dec. 29-Jan. 2	<i>Seaboard Star</i> <i>Nova Scotia (r)</i> <i>Newfoundland (r)</i>	March Shipping Furness Withy Furness Withy
<b>Uruguay—</b> Montevideo.....	December 23-28	<i>Bowmonte</i>	Cunard Donaldson
<b>Venezuela—</b> La Guaira..... Maracaibo..... Puerto Cabello.....	December 24-30	* <i>Vigor</i>	Swedish American
<b>West Indies—</b> Antigua..... Barbados..... Bermuda..... British Guiana..... Dominica..... Grenada..... Montserrat..... St. Kitts..... St. Lucia..... St. Vincent..... Trinidad.....	December 13-22 December 16-23 Dec. 27-Jan. 5 January 4-11 January 9 January 10-19	* <i>Alcoa Pegasus</i> * <i>Lady Rodney (r)</i> <i>A Ship</i> * <i>Lady Nelson (r)</i> * <i>Canadian Challenger</i> <i>A Ship</i>	Alcoa Steamships Canadian National Alcoa Steamships Canadian National Canadian National Canadian National Alcoa Steamships
Jamaica.....	December 17-20	<i>Dufferin Bell</i>	Pickford and Black
Jamaica..... Bahamas.....	{ December 22 January 3 January 17 January 31	<i>Canadian Constructor</i> <i>Canadian Cruiser</i> <i>Canadian Constructor</i> <i>Canadian Cruiser</i>	Canadian National Canadian National Canadian National Canadian National

**DEPARTURES FROM SAINT JOHN**

\* Calls at Halifax.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa—South and East—</b> Cape Town..... Port Elizabeth..... East London..... Durban..... Lourenço Marques..... Beira.....	December 15-10 December 20 December 26-31 January 4-14 January 20-28	<i>A Ship</i> <i>Sagaland</i> <i>Thorsisse</i> <i>Chandler</i> <i>Thorstrand</i>	March Shipping Shipping Limited Kerr Steamships Elder Dempster Kerr Steamships
Mombasa.....	{ December 26-31 January 20-28	<i>Thorsisse</i> <i>Thorstrand</i>	Kerr Steamships Kerr Steamships

**DEPARTURES FROM SAINT JOHN—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>Australia—</b> Brisbane..... Sydney..... Geelong..... Melbourne..... Adelaide.....	January 26	<i>Ottawa Valley</i>	Montreal Australia New Zealand Line
	December 10-15 December 17 December 20 Dec. 27-Jan. 3 December 30 January 5 January 10-13 January 15	<i>Mont Gaspe</i> <i>Prins Philip Willem</i> <i>Hada County</i> <i>Wanstead</i> <i>*Beavercove (r)</i> <i>*Beaverghen (r)</i> <i>Rouen</i> <i>*Beaverdell (r)</i>	Montreal Shipping Shipping Limited Canada Steamships Cunard Donaldson Canadian Pacific Canadian Pacific Furness Withy Canadian Pacific
<b>Belgium—</b> Antwerp.....	January 11-12	<i>*Congo</i>	Saguenay Terminals
<b>Ceylon—</b> Colombo.....	{ December 10-15 January 5-10	<i>City of Perth</i> <i>City of Poona</i>	McLean Kennedy McLean Kennedy
<b>Colombia—</b> Barranquilla.....	January 11-12	<i>*Congo</i>	Saguenay Terminals
<b>Cuba—</b> Santiago..... Havana.....	January 11-12	<i>*Congo</i>	Saguenay Terminals
<b>Dominican Republic—</b> Ciudad Trujillo.....	{ December 30-31 January 13-14	<i>*Askepot</i> <i>*A Ship</i>	Saguenay Terminals Saguenay Terminals
<b>France—</b> Le Havre.....	{ December 17 December 20 January 10-13	<i>Prins Philip Willem</i> <i>Hada County</i> <i>Rouen</i>	Shipping Limited Canada Steamships Furness Withy
Marseilles.....	December 20-23	<i>Capo Arma</i>	Furness Withy
<b>Germany—</b> Hamburg.....	{ December 10-15 December 17 (Dec. 27-Jan. 3	<i>Mont Alta</i> <i>Prins Philip Willem</i> <i>Wanstead</i>	Montreal Shipping Shipping Limited Cunard Donaldson
<b>Guatemala—</b> Puerto Barrios.....	January 11-12	<i>*Congo</i>	Saguenay Terminals
<b>Haiti—</b> Port au Prince.....	{ December 30-31 January 13-14	<i>*Askepot</i> <i>*A Ship</i>	Saguenay Terminals Saguenay Terminals
<b>Hong Kong.....</b>	December 20	<i>City of Philadelphia</i>	McLean Kennedy
<b>India—</b> Bombay..... Madras..... Calcutta..... Cochin.....	December 10-15 January 5-10	<i>City of Perth</i> <i>City of Poona</i>	McLean Kennedy McLean Kennedy
<b>Ireland—</b> Dublin.....	{ December 18-22 (December 24-28	<i>Ramore Head</i> <i>Lord O'Neill</i>	McLean Kennedy McLean Kennedy
<b>Italy—</b> West Coast Ports...	December 20-23	<i>Capo Arma</i>	Furness Withy
<b>Netherlands—</b> Amsterdam..... Rotterdam.....	{ December 10-15 December 17 December 20 (Dec. 27-Jan. 3	<i>Mont Gaspe</i> <i>Prins Philip Willem</i> <i>Hada County</i> <i>Wanstead</i>	Montreal Shipping Shipping Limited Canada Steamships Cunard Donaldson

**DEPARTURES FROM SAINT JOHN—Concluded**

Destination	Loading Date	Vessel	Operator or Agent
<b>New Zealand—</b> Auckland.....			
Wellington.....	Jauuary 15	<i>Pipiriki</i>	Montreal Australia New Zealand Line
Lyttelton.....			
Dunedin.....			
<b>Northern Ireland—</b> Belfast.....	December 20-24	<i>Torr Head</i>	McLean Kennedy
<b>Pakistan</b> Karachi.....	(December 10-15 January 5-10)	<i>City of Perth</i> <i>City of Poona</i>	McLean Kennedy McLean Kennedy
<b>Philippines—</b> Manila.....	December 20	<i>City of Philadelphia</i>	McLean Kennedy
<b>Singapore</b> .....	December 20	<i>City of Philadelphia</i>	McLean Kennedy
<b>United Kingdom—</b> Avonmouth.....	December 21-27	<i>Moreria</i> (r)	Cunard Donaldson
Glasgow.....	December 16-22	<i>Salacia</i> (r)	Cunard Donaldson
Hull.....	(December 20-24 December 27-30)	<i>Bassano</i> (r) <i>Consuelo</i> (r)	McLean Kennedy McLean Kennedy
Leith.....	December 24-29	<i>Cairnesk</i>	Furness Withy
Newcastle.....			
Liverpool.....	(December 8-14 December 17 December 17-23 December 18-22 December 20-24 December 23-30 December 24-28 December 31 January 7 January 18)	<i>Fort Miami</i> *Beaverburn *Arabia (r) Ramore Head <i>Torr Head</i> <i>Fort Cadotte</i> <i>Lord O' Neill</i> *Empress of Canada (r) *Beaverford *Empress of France (r)	Cunard Donaldson Canadian Pacific Cunard Donaldson McLean Kennedy Cunard Kennedy Cunard Donaldson McLean Kennedy Cunard Donaldson Canadian Pacific Canadian Pacific Canadian Pacific
London.....	(December 9-15 December 16-21 December 23 Dec. 27-Jan. 2 Dec. 27-Jan. 4 December 30 January 5 January 15)	<i>Fort Musquarro</i> *Hillcrest Park *Beaverlake (r) *Fort Spokane *Asia (r) *Beavercote (r) *Beaverlen (r) *Beaverdell (r)	Cunard Donaldson Cunard Donaldson Canadian Pacific Cunard Donaldson Cunard Donaldson Cunard Donaldson Canadian Pacific Canadian Pacific Canadian Pacific
Manchester.....	(December 14-17 December 21-24 December 28-31)	<i>Manchester Port</i> (r) <i>Manchester City</i> (r) <i>Manchester Regiment</i> (r)	Furness Withy Furness Withy Furness Withy
<b>Venezuela—</b> Puerto Cabello.....	December 30-31	*Askepot	Saguenay Terminals
La Guaira.....	January 13-14	*A Ship	Saguenay Terminals
Maracaibo.....			

**DEPARTURES FROM VANCOUVER**

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa—South and East—</b> Cape Town.....			
Port Elizabeth.....	Late December	<i>Bellerby</i>	Seaboard Shipping
East London.....	Late December	<i>Atlantic Ocean</i>	Seaboard Shipping
Durban.....	January 10	<i>Limburg</i>	Dingwall Cotts
<b>Argentina—</b> Buenos Aires.....	January 5	<i>Grenanger</i>	Empire Shipping

**DEPARTURES FROM VANCOUVER—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>Australia—</b> Sydney..... Melbourne..... Brisbane.....	Late December	<i>Alameda</i>	Dingwall Cotts
Sydney..... Melbourne..... Adelaide.....	Mid-December Mid-January	<i>Kanangoora</i> <i>Boolongena</i>	Empire Shipping Empire Shipping
Sydney.....	{ December December 16	<i>Kronviken</i> <i>Aorangi</i>	Seaboard Shipping Canadian Australasian
Hobart..... Melbourne..... Sydney.....	December 30	<i>Waikawa</i>	Canadian Australasian
<b>Belgium—</b> Antwerp.....	December December 9 December 26 January 7 January 11 January 26	<i>Dalerdyk</i> <i>Colombia (r)</i> <i>Guayana (r)</i> <i>Washington</i> <i>Los Angeles (r)</i> <i>Paraguay (r)</i>	Royal Mail Lines Gardner Johnson Gardner Johnson Empire Shipping Gardner Johnson Gardner Johnson
<b>Brazil—</b> Rio de Janeiro..... Santos.....	January 5	<i>Grenanger</i>	Empire Shipping
<b>Canal Zone—</b> Balboa..... Panama City.....	December 16 December 27 January 3 January 6 January 7	<i>Coastal Adventurer</i> <i>Gunner's Knot</i> <i>Santa Flavia</i> <i>Don Anselmo</i> <i>Coastal Adventurer</i>	Gardner Johnson Gardner Johnson Gardner Johnson Empire Shipping Gardner Johnson
Cristobal.....	{ December 16 December 27 January 7	<i>Coastal Adventurer</i> <i>Gunner's Knot</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson Gardner Johnson
<b>Ceylon—</b> Colombo.....	{ December 24 January 4	<i>Lawak</i> <i>Silvermaple</i>	Dingwall Cotts Dingwall Cotts
<b>Chile—</b> Arica..... Antofagasta..... Valparaiso.....	January 3 January 5	<i>Santa Flavia</i> <i>Grenanger</i>	Gardner Johnson Empire Shipping
<b>China—</b> Shanghai.....	{ December 15-16 December 23-24	<i>American Mail</i> <i>Washington Mail (r)</i>	Canadian Blue Star Canadian Blue Star
<b>Colombia—</b> Barranquilla.....	December 16 December 27 January 3 January 6 January 7	<i>Coastal Adventurer</i> <i>Gunner's Knot</i> <i>Santa Flavia</i> <i>Don Anselmo</i> <i>Coastal Adventurer</i>	Gardner Johnson Gardner Johnson Gardner Johnson Empire Shipping Gardner Johnson
Buenaventura.....	January 3	<i>Santa Flavia</i>	Gardner Johnson
<b>Costa Rica—</b> Puntarenas.....	{ December 16 December 27 January 6 January 7	<i>Coastal Adventurer</i> <i>Gunner's Knot</i> <i>Don Anselmo</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson Empire Shipping Gardner Johnson
<b>Cuba—</b> Havana..... Santiago .....	January 10	<i>George D. Gralsos</i>	Empire Shipping
<b>Ecuador—</b> Guayaquil.....	January 3	<i>Santa Flavia</i>	Gardner Johnson

**DEPARTURES FROM VANCOUVER—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>El Salvador—</b> La Libertad .....	December 16	<i>Coastal Adventurer</i>	Gardner Johnson
La Union.....	December 27 January 3 January 7	<i>Gunner's Knot</i> <i>Santa Flavia</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson Gardner Johnson
La Libertad .....	January 6	<i>Don Anselmo</i>	Empire Shipping
<b>Fiji Islands—</b> Suva.....	December 16	<i>Aorangi</i>	Canadian Australasia
<b>France—</b> Le Havre.....	January 7	<i>Washington</i>	Empire Shipping
Bordeaux.....			
Dunkirk.....			
<b>Germany—</b> Hamburg.....	December 26 January 11 (January 26)	<i>Guayana</i> (r) <i>Los Angeles</i> (r) <i>Paraguay</i> (r)	Gardner Johnson Gardner Johnson Gardner Johnson
<b>Guatemala—</b> San Jose.....	December 16 December 27	<i>Coastal Adventurer</i> <i>Gunner's Knot</i>	Gardner Johnson Gardner Johnson
Guatemala City.....	January 3 January 7	<i>Santa Flavia</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson
San Jose.....	January 6	<i>Don Anselmo</i>	Empire Shipping
<b>Hawaii—</b> Honolulu.....	December 16 December 17 December 20 December 27	<i>Aorangi</i> <i>Hawaiian Planter</i> <i>Hawaiian Lumberman</i> <i>Hawaiian Logger</i>	Canadian Australasia Dingwall Cotts Dingwall Cotts Dingwall Cotts
<b>Hong Kong.....</b>	December December December December 12 December 15-16 December 23-24 January 18	<i>Serampore</i> <i>Colorado</i> <i>Skaubo</i> <i>Francisville</i> <i>American Mail</i> <i>Washington Mail</i> (r) <i>Mangarella</i>	Johnson Walton Dodwell Company Canada Shipping Balfour Guthrie Canadian Blue Star Canadian Blue Star Empire Shipping
<b>India—</b> Bombay.....	December 24	<i>Lawak</i>	Dingwall Cotts
Madras.....	December 14	<i>Höegh Trader</i>	Dingwall Cotts
Calcutta.....	Late December January 14	<i>King David</i> <i>Singkep</i>	Canada Transport Dingwall Cotts
Bombay.....	January 4	<i>Silvermaple</i>	Dingwall Cotts
Calcutta.....			
Tuticorin.....	December 14	<i>Höegh Trader</i>	Dingwall Cotts
<b>Indonesia—</b> Batavia.....	December 14	<i>Höegh Trader</i>	Dingwall Cotts
Samarang.....	December 24	<i>Lawak</i>	Dingwall Cotts
Soerabaya.....	January 4	<i>Silvermaple</i>	Dingwall Cotts
Cheribon.....	January 14	<i>Singkep</i>	Dingwall Cotts
<b>Israel—</b> Tel-Aviv.....	January 11	<i>George D. Gratsos</i>	Empire Shipping
Haifa.....			
<b>Italy—</b> Genoa.....	December 26	<i>Leme</i>	Empire Shipping
Leghorn.....			
Naples.....			
Venice.....			
<b>Japan—</b> Yokohama.....	December. December	<i>Colorado</i> <i>Skaubo</i>	Dodwell Company Canada Shipping

**DEPARTURES FROM VANCOUVER—Continued**

Destination	Loading Date	Vessel	Operator or Agent
<b>Malaya—</b> Penang..... Port Swettenham.....	{ December 23-24 January 4	<i>Washington Mail</i> (r) <i>Silvermaple</i>	Canadian Blue Star Dingwall Cotts
<b>Mexico—</b> Manzanillo..... Acapulco.....	{ December 16 December 27 January 7	<i>Coastal Adventurer</i> <i>Gunner's Knot</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson Gardner Johnson
<b>Netherlands—</b> Rotterdam..... Amsterdam.....	{ December January 7	<i>Dalerdyk</i> <i>Washington</i>	Royal Mail Lines Empire Shipping
<b>New Zealand—</b> Auckland..... Wellington.....	{ December 30	<i>Waikawa</i>	Canadian Australasian
Wellington.....	Late December	<i>Alameda</i>	Dingwall Cotts
Auckland.....	December 16	<i>Aorangi</i>	Canadian Australasian
<b>Pakistan—</b> Karachi.....	December 24	<i>Lawak</i>	Dingwall Cotts
<b>Persian Gulf</b> .....	{ December December 24	<i>Atlantic Breeze</i> <i>Lawak</i>	Anglo-Canadian Dingwall Cotts
<b>Peru—</b> Callao..... Mollendo.....	{ January 3 January 5	<i>Santa Flavia</i> <i>Grenanger</i>	Gardner Johnson Empire Shipping
<b>Philippines—</b> Manila..... Iloilo..... Cebu.....	{ December December December December 14 December 15-16 December 23-24 December 24 January 4 January 14	<i>Serampore</i> <i>Colorado</i> <i>Skaubo</i> <i>Höegh Trader</i> <i>American Mail</i> <i>Washington Mail</i> (r) <i>Lawak</i> <i>Silvermaple</i> <i>Singkep</i>	Johnson Walton Dodwell Company Canada Shipping Dingwall Cotts Canadian Blue Star Dingwall Cotts Dingwall Cotts Dingwall Cotts
Manila..... Cebu.....	January 18	<i>Mangarella</i>	Empire Shipping
<b>Samoa—</b> Pago-Pago.....	Late December	<i>Alameda</i>	Dingwall Cotts
<b>Singapore</b> .....	{ December 14 December 24 January 4 January 14	<i>Höegh Trader</i> <i>Lawak</i> <i>Silvermaple</i> <i>Sinkkep</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts Dingwall Cotts
<b>Society Islands—</b> Papeete.....	December 30	<i>Waikawa</i>	Canadian Australasian
<b>Sweden—</b> Stockholm..... Gothenburg..... Malmo.....	{ December 26 January 11 January 26	<i>Guayana</i> (r) <i>Los Angeles</i> (r) <i>Paraguay</i> (r)	Gardner Johnson Gardner Johnson Gardner Johnson
<b>Taiwan</b> .....	December	<i>Tung Ping</i>	Anglo-Canadian
<b>Trieste</b> .....	Late December	<i>Leme</i>	Empire Shipping
<b>United Kingdom—</b> London..... Manchester.....	{ December Mid-December Early January Early January	<i>Dalerdyk</i> <i>Pacific Fortune</i> (r)   <i>Brazilian Prince</i> <i>Pacific Liberty</i>	Royal Mail Lines Furness Withy Furness Withy Furness Withy

**DEPARTURES FROM VANCOUVER—Concluded**

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom— Con. Unstated Ports.....	Early December	<i>Hope Park</i>	Anglo-Canadian
	Early December	<i>Enseneda</i>	Anglo-Canadian
	December	<i>Lake Tatla</i>	Empire Shipping
	December 22	<i>Cape Howe</i>	Balfour Guthrie
	December 26	<i>Guayana (r)</i>	Gardner Johnson
	Late December	<i>Greenwich</i>	Dodwell Company
	Late December	<i>Loch Avon</i>	Royal Mail Lines
	Late December	<i>Vulcano</i>	Seaboard Shipping
	Late December	<i>Loch Garth</i>	Royal Mail Lines
	January 7	<i>Lismoria</i>	Balfour Guthrie
Uruguay— Montevideo.....	January 11	<i>Los Angeles (r)</i>	Gardner Johnson
	January 26	<i>Paraguay (r)</i>	Gardner Johnson
	January	<i>Loch Ryan</i>	Royal Mail Lines
	January 5	<i>Grenanger</i>	Empire Shipping
Venezuela— Maracaibo.....	December 16	<i>Coastal Adventurer</i>	Gardner Johnson
	December 27	<i>Gunner's Knot</i>	Gardner Johnson
	January 7	<i>Coastal Nomad</i>	Gardner Johnson
Maracaibo.....	January 6	<i>Don Anselmo</i>	Empire Shipping
Puerto Cabello.....			
La Guaira.....			

## Services to Newfoundland

Transportation is a major factor in the economy of Newfoundland, which is served by a number of steamship services operating the year round from Halifax and North Sydney, and from Montreal during the season of open navigation on the St. Lawrence. Trans-Canada Air Lines also maintains a daily service between Montreal and St. John's, via Moncton, N.B., and Sydney, N.S. Boston is likewise connected with St. John's, via Yarmouth, N.S., Saint John, N.B., and Halifax, N.S. Steamship companies, ports of call and the frequency of their services are as follows:

Charlottetown to Corner Brook, etc.	Fortnightly .....	PEI Industrial Corporation
Halifax to St. John's.....	Weekly.....	Furness Red Cross Line
Halifax to St. John's.....	Every three weeks..	Furness Warren Line
Halifax to St. John's.....	Every ten days....	Newfoundland-Canada Steamships
Halifax to St. John's.....	Fortnightly.....	Rowlings
Halifax to St. John's.....	Weekly.....	Shaw Steamships
Halifax to St. John's.....	Fortnightly.....	Blue Peter Steamships
North Sydney to Port aux Basques.....	Daily, except Sunday	Canadian National Railways
Saint John to St. John's.....	Weekly.....	Furness Red Cross Line
Saint John and Halifax to St. John's.....	Every three weeks..	Blue Peter Steamships
Saint John to St. John's.....	Fortnightly.....	Blue Peter Steamships

### Canadian Woollen Textile Industries Production Increased

The gross value of production of the woollen textile industries of Canada in 1947 amounted to \$125,039,169, showing an increase of \$17,499,916 or 16·3 per cent over the preceding year. There were 206 establishments in operation during the year, providing employment for 18,593 persons as compared with 208 plants with 17,620 employees in 1946. Salaries and wages paid increased 20·3 per cent, amounting to \$29,371,352 as against \$24,418,748, while the cost of materials at \$67,236,086, was up 11·6 per cent over 1946.

The value of exports continued to decline in 1947, with raw wool, carpets, fabrics, etc. (not including wearing apparel), exported to the extent of \$5,317,000 compared with \$3,772,240 in 1946.—(Dominion Bureau of Statistics, October 19, 1949)

# Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

## Argentina

**Buenos Aires**—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

**Buenos Aires**—W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

## Australia

**Sydney**—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

**Melbourne**—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

## Belgian Congo

**Leopoldville**—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boite Postale 373.

Territory includes Angola and French Equatorial Africa.

## Belgium

**Brussels**—B. A. MACDONALD, Commercial Counsellor, Canadian Embassy, 46 rue Montoyer.

Territory includes Luxembourg.

## Brazil

**Rio de Janeiro**—D. W. JACKSON, Commercial Secretary, Canadian Embassy, Edificio Metropole, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

**São Paulo**—Acting Commercial Secretary for Canada, Canadian Consulate, Edificio Alois, Rua 7 de Abril, 252. Address for letters: Caixa Postal 6034.

## Chile

**Santiago**—E. H. MAGUIRE, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.

Territory includes Bolivia.

## China

**Shanghai**—B. I. RANKIN, Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

## Colombia

**Bogotá**—H. W. RICHARDSON, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

## Cuba

**Havana**—A. W. EVANS, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

## Egypt

**Cairo**—J. M. BOYER, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.

Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Lebanon, Saudi Arabia, Syria and the Hashemite Kingdom of the Jordan.

## France

**Paris**—J. P. MANION, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Algeria, French Morocco and Tunisia.

**Paris**—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.

## Germany

**Frankfurt am Main**—B. J. BACHAND, Canadian Commercial Representative, Canadian Consulate, 145 Fuerstenbergerstrasse.

Cable address, Canadian Frankfurt-Main.

## Greece

**Athens**—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Territory includes Israel.

## Guatemala

**Guatemala City**—J. C. DEPOCAS, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

# Foreign Trade Service Abroad—Continued

## Hong Kong

*Hong Kong*—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

## India

*New Delhi*—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

*Bombay*—R. K. THOMSON, Acting Commercial Secretary for Canada, Graham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

## Ireland

*Dublin*—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

## Italy

*Rome*—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

## Jamaica

*Kingston*—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

## Japan

*Tokyo*—J. C. BRITTON, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

## Mexico

*Mexico City*—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

## Netherlands

*The Hague*—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophiaalaan 1-A.

*The Hague*—D. A. B. MARSHALL, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Sophiaalaan 1-A.

Territory includes Belgium, Denmark and Luxembourg.

## New Zealand

*Wellington*—P. V. McLANE, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

## Norway

*Oslo*—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

## Pakistan

*Karachi*—G. A. BROWNE, Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Iran and Afghanistan.

## Peru

*Lima*—R. E. GRAVEL, Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

## Portugal

*Lisbon*—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

## Singapore

*Singapore*—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak and Thailand.

## South Africa

*Johannesburg*—S. V. ALLEN, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

*Cable address, Cantracom.*

# Foreign Trade Service Abroad—Concluded

**Cape Town**—C. B. BIRKETT, Commercial Secretary for Canada, 5th Floor, Grand Parade Centre Building, Adderley Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

Cable address, *Cantracom*.

## Sweden

**Stockholm**—D. B. MUNDY, Acting Commercial Secretary, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

## Switzerland

**Berne**—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia and Hungary.

## Trinidad

**Port-of-Spain**—T. G. MAJOR, Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

## Turkey

**Istanbul**—G. F. G. HUGHES, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi, Beyoglu. Address for letters: Post Office Box 2220, Beyoglu.

## United Kingdom

**London**—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighting, London*.

**London**—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, *Sleighting, London*.

**London**—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Cantracom, London*.

**London**—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Timcom, London*.

**Liverpool**—M. J. VEHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

**Glasgow**—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, *Cantracom*.

**Belfast**—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Territory covers Northern Ireland.

## United States

**Washington**—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

**Washington**—Dr. W. C. HOPPER, Agricultural Secretary, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

**New York City**—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, *Cantracom*.

**New York City**—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

**Boston**—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

**Detroit**—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

**Chicago**—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

**Los Angeles**—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

**San Francisco**—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

## Venezuela

**Caracas**—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquina Verdes. Address for letters: Apartado 3306.

Territory includes Netherlands Antilles.

## Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Sept. 17	Nominal Quotations Nov. 22	Nominal Quotations Nov. 28
Argentina.....	Peso	Off. Free	.2977 .2085	.3275 2.4640	.3275 2.4640
Australia.....	Pound		3.2240	2.4640	2.4640
Belgium and Belgium Congo.....	Franc		.0228	.0220	.0220
Bolivia.....	Boliviano		.0238	.0262	.0262
British West Indies (except Jamaica).....	Dollar		.8396	.6417	.6417
Brazil.....	Cruzeiro		.0544	.0598	.0598
Burma.....	Rupee		.3022	.2310	.2310
Ceylon.....	Rupee		.3022	.2310	.2310
Chile.....	Peso	Off. Export	.0517 .0323	.0569 .0355	.0569 .0355
Colombia.....	Peso		.5128	.5641	.5641
Costa Rica.....	Colon		.1800	.1980	.1980
Cuba.....	Peso		1.0000	1.1000	1.1000
Czechoslovakia.....	Koruna		.0200	.0220	.0220
Denmark.....	Krone		.2084	.1592	.1592
Dominican Republic.....	Peso		1.0000	1.1000	1.1000
Ecuador.....	Sucre		.0740	.0815	.0815
Egypt.....	Pound		4.1330	3.1587	3.1587
El Salvador.....	Colon		.4000	.4400	.4400
Fiji.....	Pound		3.6306	2.7748	2.7748
Finland.....	Markka		.0062	.0048	.0048
France, Monaco and French North Africa.....	Franc	Off.	.0037	.0032	.0032
French Empire—African.....	Franc		.0073	.....	.....
French Pacific Possessions.....	Franc		.0201	.....	.....
Germany.....	Deutsche Mark		.3000	.2619	.2619
Guatemala.....	Quetzal		1.0000	1.1000	1.1000
Haiti.....	Gourde		.2000	.2200	.2200
Honduras.....	Lempira		.5000	.5500	.5500
Hong Kong.....	Dollar		.2519	.1925	.1925
Iceland.....	Krona		.1541	.1178	.1178
India.....	Rupee		.3022	.2310	.2310
Iran.....	Rial		.0312	.....	.....
Iraq.....	Dinar		4.0300	3.0800	3.0800
Ireland.....	Pound		4.0300	3.0800	3.0800
Israel.....	Pound		3.0000	.....	.....
Italy.....	Lira		.0017	.0018	.0018
Jamaica.....	Pound		4.0300	3.0800	3.0800
Japan.....	Yen		.0028	.....	.....
Lebanon.....	Piastre		.4561	.....	.....
Mexico.....	Peso		.1157	.1273	.1273
Netherlands.....	Florin		.3769	.2895	.2895
Netherlands Antilles.....	Florin		.5308	.5833	.5833
New Zealand.....	Pound		4.0150	3.0800	3.0800
Nicaragua.....	Cordoba		.2000	.2200	.2200
Norway.....	Krone		.2015	.1540	.1540
Pakistan.....	Rupee		.3022	.3325	.3325
Panama.....	Balboa		1.0000	1.1000	1.1000
Paraguay.....	Guarani		.3200	.....	.....
Peru.....	Sol		.1538	.0662	.0649
Philippines.....	Peso		.4975	.5500	.5500
Portugal and Colonies.....	Escudo		.0400	.0385	.0385
Singapore.....	Straits Dollar		.4702	.3593	.3593
Spain and Colonies.....	Peseta		.0916	.1008	.1008
Sweden.....	Krona		.2783	.2126	.2126
Switzerland.....	Franc		.2336	.2552	.2558
Thailand.....	Baht		.1000	.....	.....
Turkey.....	Lira		.3571	.....	.....
Union of South Africa.....	Pound		4.0300	3.0800	3.0800
United Kingdom.....	Pound		4.0300	3.0800	3.0800
United States.....	Dollar		1.0000	1.1000	1.1000
Uruguay.....	Peso	Controlled Uncontrolled	.6583 .5618	.7241 .6180	.7241 .6180
Venezuela.....	Bolivar		.2985	.3289	.3289
Yugoslavia.....	Dinar		.0200	.....	.....

# Trade Publications Available

## ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

## Canada—Butcher, Baker, Grocer—Second Edition

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution to provision trade in United Kingdom. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Canada Produces—Second Edition

Brochure, illustrating productive capacity of Canada, prepared for distribution at British Industries Fair, in London, and by trade commissioners in their respective territories. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

## Canadians as Consumers

Brochure, illustrating market opportunities in Canada, prepared for distribution at British Industries Fair, in London, and by trade commissioners in their respective territories. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

## Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal*, which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, British West Indies and British Guiana, French North Africa, India, Iran, Mexico, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Reprints of Special Articles

Articles on the following subjects, published in *Foreign Trade*, have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

Assistance Available from Trade Commissioners

Branch Plant Expansion Encouraged

Canadian Port Facilities Aid Foreign Trade

Canadian Toy Industry—Second Edition

European Recovery Program Related to Canadian Economy

Foreign Import Controls and Exchange Regulations

Import Control of Capital Goods Under Emergency Act

Influence of Geography on Import Trade

Production of Sports Equipment in Canada

Trade Procedure for American and British Zones in Germany

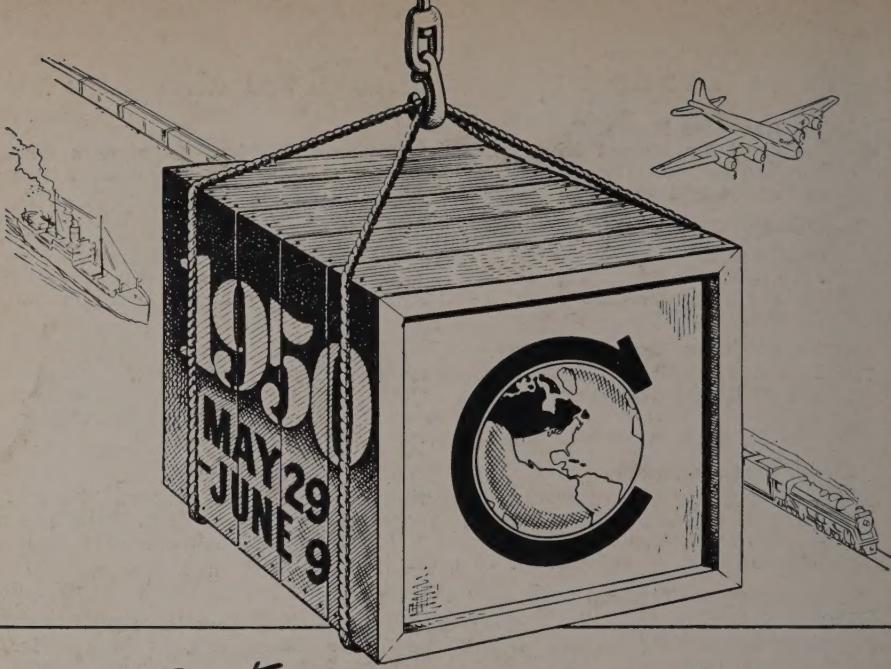
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